

CONTINENTAL MODELLER

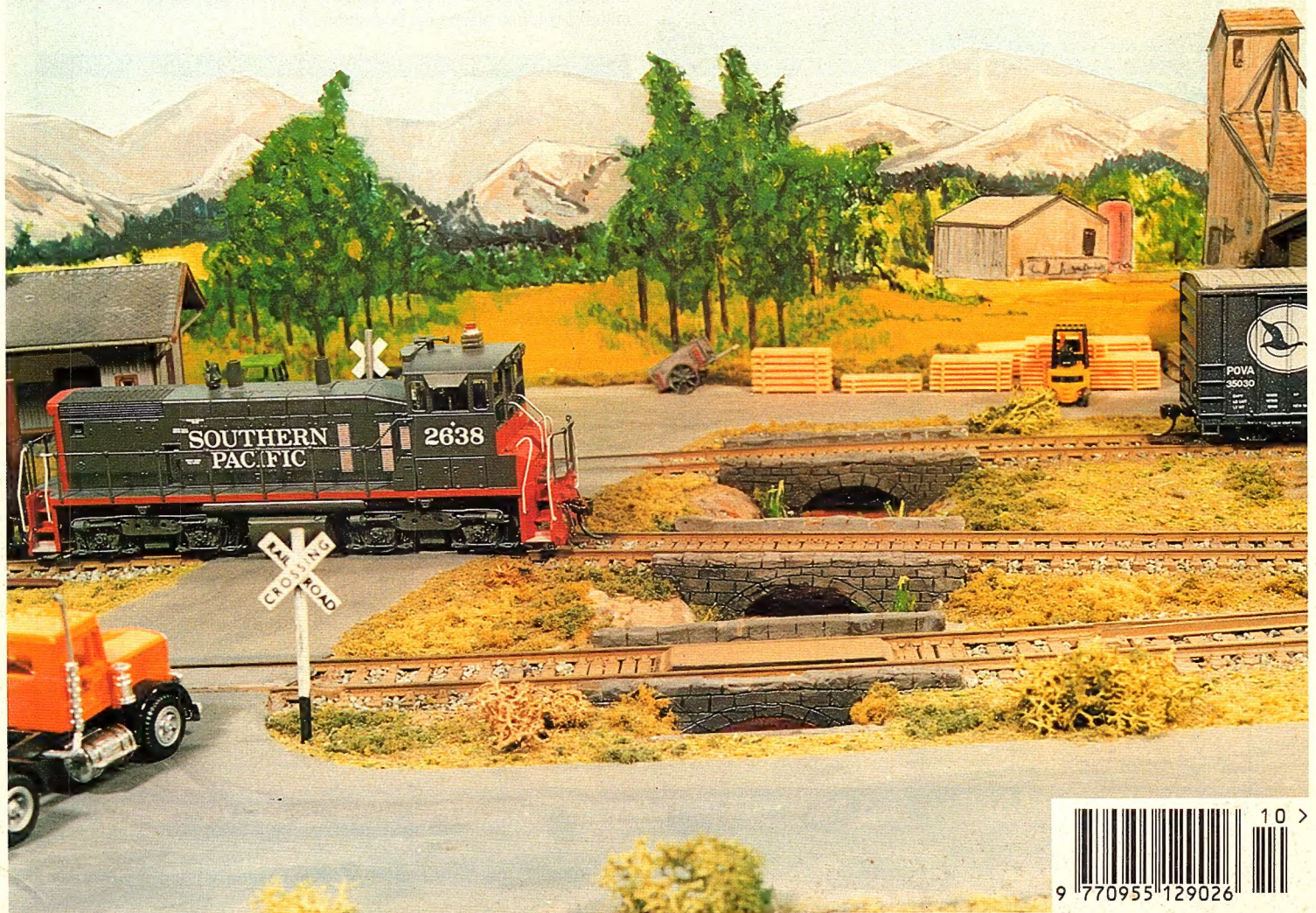
OCTOBER 1992

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The Model Railway of Europe

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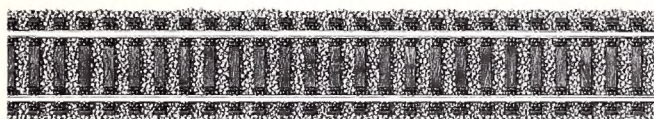
Railway Modellers throughout the World recognize the name FLEISCHMANN as a byword for Quality.

FLEISCHMANN - the name stands for model railways in both HO as well as in N «piccolo» gauges running on the international 2-Rail D.C. principle; their almost proverbial quality, coupled with equal robustness, is the result of over 100 years tradition and experience in manufacturing the finest models and toys.

THE NEW CATALOGUE IS JUST OUT!

Whether you're considering your very first adventure into the World of Model Railways, or you're already something of an expert, then FLEISCHMANN really has something special to offer: A complete System from Start-Sets onwards, with turntables and roundhouses, right up to the latest digital technology of our Multi-Train Control System!

The super-detailed PROFI-Track



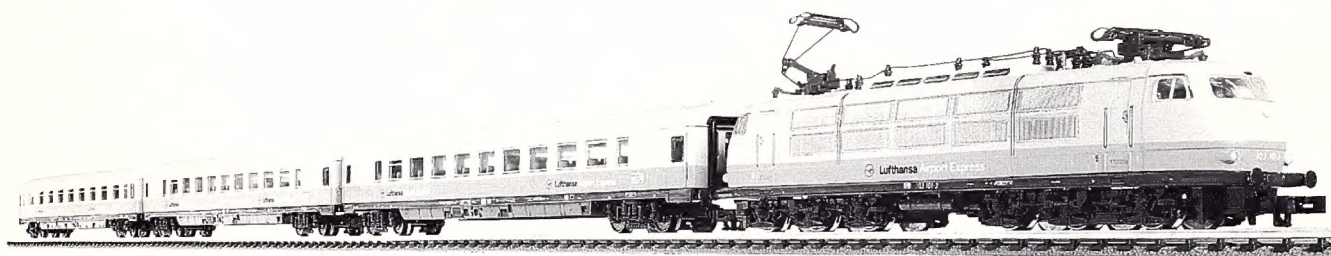
Beginning with the Start-Set of the Year



The trackwork of the FLEISCHMANN system is outstanding. In both HO and N «piccolo» the tracks are already ballasted, complete with imitation wooden sleepers on which you can even pick out the grain! And the rails are full-profile nickel silver for excellent electrical conductivity.

And for all those who wish to start off their journey into the hobby for the first time, we have a special offer: The Start Set of the Year - in either HO or N «piccolo», which includes a good selection of extra accessories, and at such an attractive price it's probably the best value for money starter set you can buy!

Lufthansa Airport-Express - designed by FLEISCHMANN



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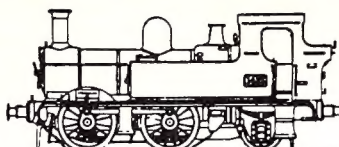
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KITTLE HOBBY



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THE PANNIER TANK



67XX PANNIER NOW IN STOCK

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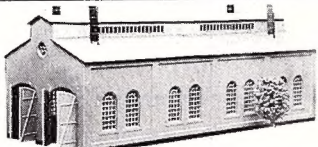
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Both makes of point motor have 2 Auxiliary Contacts for switching other circuits when the Points are changed. Below baseboard fitting recommended. Operation is by a simple 1 gang, 2 pole switch (not included). Crank wire and tube supplied for fitting through baseboard.
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Either make will accept two additional auxiliary contacts. EXTRA CONTACTS per pair £1.70.

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Exclusive to KITTLE HOBBY. The 'O' GAUGE TRELLIS FOOTBRIDGE is of typical pre-nationalisation type. This excellent kit is to the same high standard as the loco shed. Moulded in grey plastic it can be arranged four different ways to suit all layouts. £13.90 each or two for £25.00.
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SL800 SM32 Y Point.....£21.74
SL800 GI Flexi 12yds.....£57.22 24yds.....£112.00
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906 Sliding door combine coach.....£19.60
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97102 Combine coach AT&SF.....£33.96
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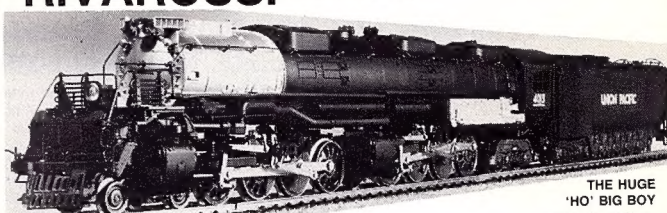
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Angle L	x 1m	H Girder	x 1m	U Girder	x 1m	Flat U	x 1m	Flat Bar	x 1m
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1 1/2 x 1 1/2	£2.97	2 x 2	£3.78	2 x 2	£2.90	3 x 1 1/2	£3.29	3 x 1 1/2	£2.20
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3 x 3	£3.36	4 x 4	£5.04	4 x 4	£4.86	5 x 3	£4.42	5 x 3	£3.00
4 x 4	£4.96					6 x 3	£4.60	6 x 2	£3.00
Angle L	x 1m	T Girder	1m	I Girder	x 1m	Round	x 1m	Tube O	x 1m
2 x 2	£2.59	2 x 2	£2.53	2 x 1	£3.45	1mm	33p	1.5mm	£1.08
3 x 1 1/2	£3.24	2 1/2 x 2 1/2	£3.02	4 x 3	£4.32	2mm	84p	2mm	£1.16
4 x 2	£3.56	3 x 3	£3.24	5 x 3	£4.86	3mm	£1.43	2.5mm	£1.23
5 x 3	£4.45	4 x 4	£4.86	6 x 3	£5.83	10mm	£5.48	4mm	£1.36
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0.3mm	£1.90	£3.12	0.5mm	£3.40	£5.62			1mm	42p mtr
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0.4mm	£2.40	£3.60							
0.5mm	£2.70	£4.00							
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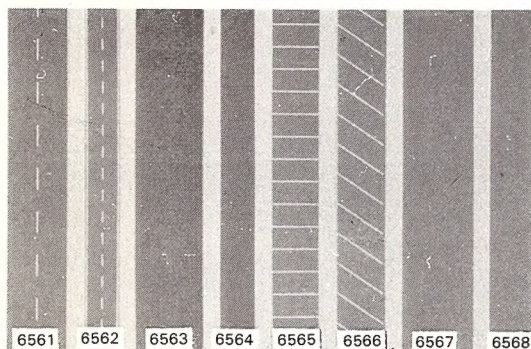
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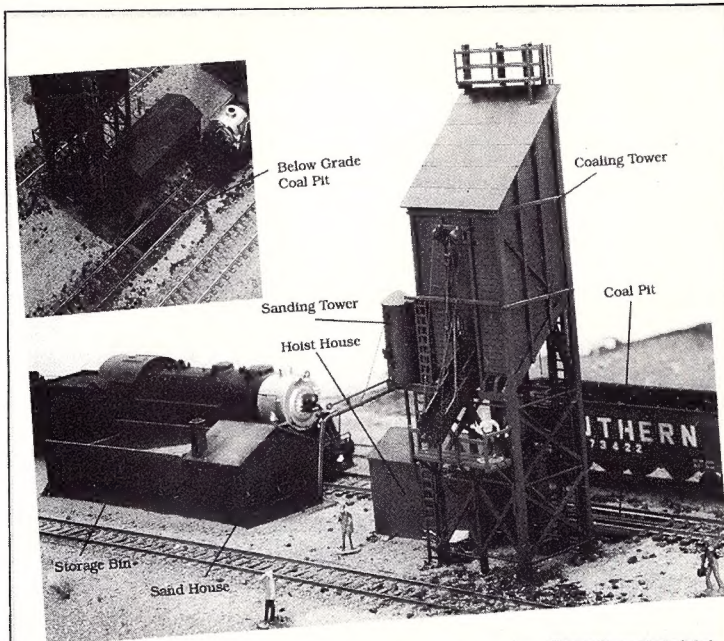
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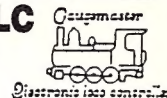
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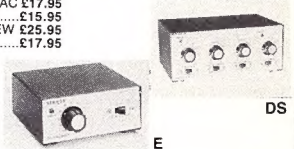
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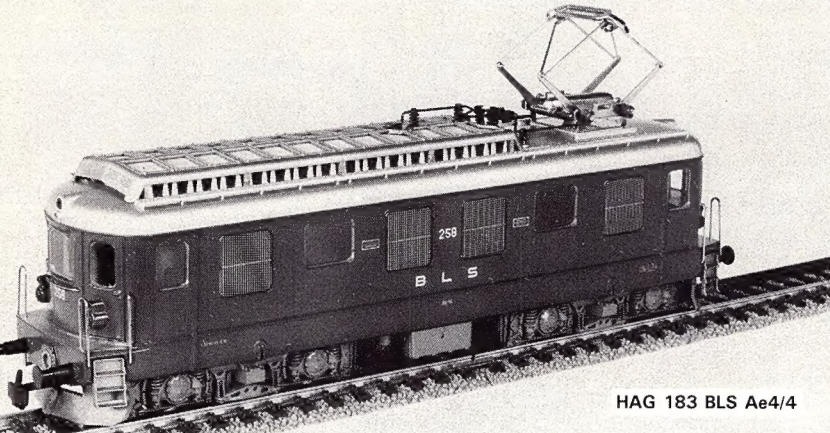
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*146/147 BLS Re4/4 BN
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152/153 SBB BDe4/4 railcar
154/155 SBB BDe4/4 railcar
156/157 SOB Re4/4 41 red
158/159 SOB Re4/4 41 green
160/161 Re4/4 41 green
*162/163 Re4/4 41 red
165/166 Re4/4 41 new red
167/168 Re4/4 41 new green
*172/173 Re4/4 41 red (ex-Swiss Express)
180/181 BLS Re4/4
182/183 BLS Ae4/4
*184/185 Re4/4 new BLS-type 46S 'Lok 2000'
186/187 Re4/4 BT freq conv loco
*188/189 Re4/4 SZU freq conv loco
190/191 BT Railcar
196/197 Re6/6 Green various shields
198/199 Re6/6 red
200/201 Re6/6 2-part
203/204 Re6/6 red various shields
205/206 Re6/6 new green
207/208 Re6/6 new red
210/211 Re4/4 41 Swiss Express
212/213 Re4/4 41 new red, unnamed

212/213 Re4/4 41 new red 'Porrentruy'
214/215 Re4/4 41 new green
216/217 Re4/4 41 new TEE
218/219 Re4/4 41 green, Wappen Porrentruy
220/221 Re4/4 41 green
222/223 Re4/4 41 red
*225/226 Re4/4 41 Series 1
227/228 Re4/4 41 Series 1
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455/456 BLS 2nd Class coach
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475/476 MO Driving trailer
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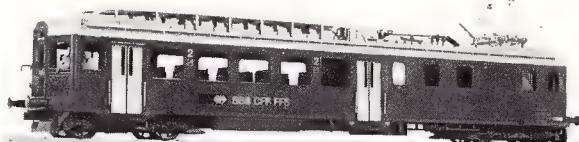
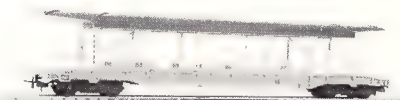
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6435 'Rhône-Poulenc' bauxite	£9.00
6436 'Destandau' flour wagon	£12.64
6451 Low-sided bogie with jeeps	£9.38
6455 Maintenance wagon	£9.38
6480 Brake van	£9.66
6485 Tank cleaning tank wagon	£10.05
6502 'Sart' bogie tank wagon	£12.64
6506 'Cadbury' bogie tank wagon	£9.38
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6510 'Simotra' chemical tank	£14.65
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6520 Low-sided bogie & containers	£8.27
6521 'Total' bogie tank wagon	£16.97
6522 'Total' Gas bogie tank wagon	£17.41
6523 'Haniel Heize' bogie tank wagon	£17.41
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3431 SJ Re2 electric loco	POA
3368 DB Cl 118 electric	POA
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3391 DR Cl 03 10 4-6-2 express	POA
3448 DB Cl E70 electric	POA
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3450 SBB Re4 VI loco 2000 (1993)	POA
4268 SBB Eurofima sleeper	POA
4370 DB ICE coach 1st	POA
4371 DB ICE coach 2nd	POA
4377 SJ express coach B1 2nd	POA
4378 SJ Restaurant coach R1	POA
4389 DB S-Bahn 'Egg Train'	POA
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4701 DRR goods van	POA
4733 FS Interregio refug. van	POA
4753 'Brenntag' tank wagon	POA
4756 'Shell' tank wagon	POA
4757 'Eva' tank wagon	POA
4796 SBB rolling road wagon set	POA
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3450 SBB Re4 VI loco 2000 (1993)	POA
4268 SBB Eurofima sleeper	POA
4370 DB ICE coach 1st	POA
4371 DB ICE coach 2nd	POA
4377 SJ express coach B1 2nd	POA
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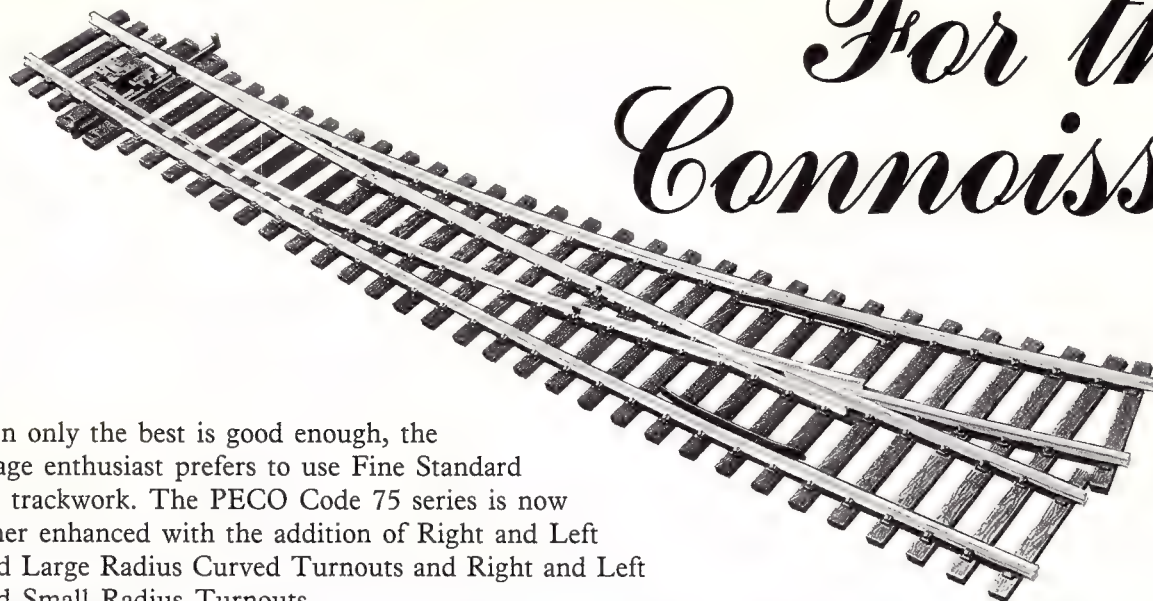
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MARMLIN HO DIGITAL

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3334 SNCF BB 26000 SYBIC New	POA
3339 SBB Ae6/6 'Zurich' elec	POA
3431 SJ Re2 electric loco	POA
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For the Connoisseur



When only the best is good enough, the average enthusiast prefers to use Fine Standard scale trackwork. The PECO Code 75 series is now further enhanced with the addition of Right and Left Hand Large Radius Curved Turnouts and Right and Left Hand Small Radius Turnouts.

SL-E187



SL-E186

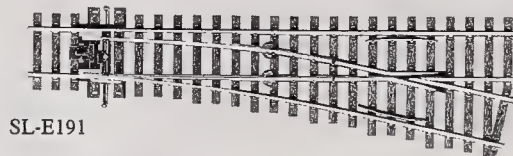


There is in fact very little straight track on most prototype railways. The lines wind and twist their way through the countryside forming gentle sweeping curves. Now you can incorporate this fascinating feature in your model since it is possible to make a crossover on a curve as well as other formations.

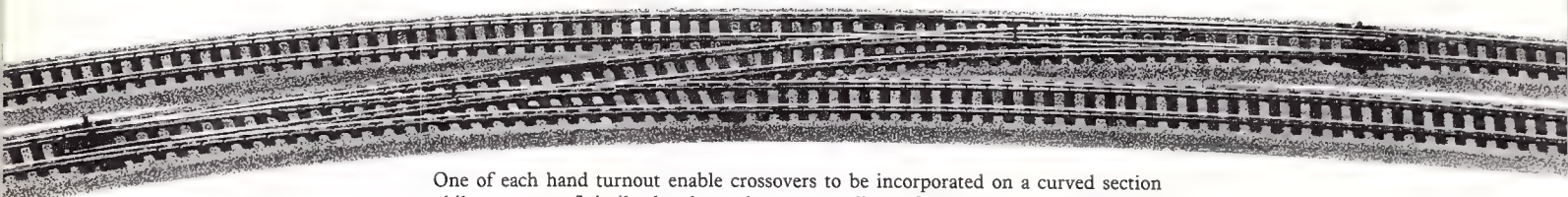
SL-E192



SL-E191



These new small 2ft radius turnouts will be found to be most useful especially where space is limited such as in areas of goods yards and other sidings.



One of each hand turnout enable crossovers to be incorporated on a curved section while turnouts of similar hands produce an equally useful reverse curved formation.

SEE THE COMPLETE RANGE AT YOUR DEALER TODAY.

FLEXIBLE TRACK (36"-91.4cm)

SL-100F Wooden sleeper type 1.75

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CONTINENTAL MODELLER

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IN SOME respects, all railway modelling is a work of fiction. Even if portraying a particular line or a specific site, the process of reproducing it in miniature inevitably involves considerable adaptation.

Within the context of a particular company or national administration, many modellers choose an imaginary location, with a believable route, a convincing traffic pattern, and plausible motive power and rolling stock. Others take this a stage further and invent a complete railway: such examples as P. D. Hancock's *Craig & Mertonford* and John Allen's *Gorre & Daphetid* are classics which have inspired many. Indeed, American enthusiasts are fortunate to have the background of a large number of independent shortlines still in operation to justify such creative freelancing.

Our Railway of the Month, *Colonel's Crossing*, is one such layout. It is unusual in that it was built as a first venture into both portable layouts and American modelling, and was intended to entertain its builders and operators just as much as the viewing public. To judge by their infectious enthusiasm, it seems to have succeeded admirably.

Continuing the transatlantic theme, and just as imaginatively, we present a glimpse of the scenic *Oregon Railroad & Navigation Co.* Its vintage steam locos and period backwoods atmosphere contrast with the modern diesel-powered shortline, and serve to illustrate the diversity of scenery, setting, period, motive power and stock that are encompassed under the broad banner of American model railroading.

Colonel's Crossing is one of the layouts that will be in operation at the Annual Convention of the British Region of the National Model Railroad Association, which is to be held at the Tillington Hall Hotel, Stafford, between 2nd and 4th October. The event is for members only, but if you are interested there is just time to contact the NMRA BR Registrar, Jym Phillips, at 13 King Street, Melksham, Wiltshire. Having attended previous conventions, we can attest to the friendly atmosphere, and would recommend the NMRA BR to all with a genuine interest in American railroad modelling.

Every specialisation within the hobby seems to generate particular loyalty amongst its adherents, so we expect that readers who enjoy John Auer's account of his Märklin HO layout in this issue will be interested to learn that a branch of the Märklin Club has recently been established in the United Kingdom. As well as offering a technical advice service, W&H (Models) Ltd. will be handling distribution of printed matter for the Club. Members will receive an excellent English language magazine, with many colour illustrations, which is published by the American branch. Five issues are scheduled for this year (two are out already) and six are planned for 1993. There will also be a UK branch newsletter, and the German club magazine can also be obtained at a discount. It is hoped that once a year a special Märklin Club wagon will be produced, available exclusively to members.

This sounds like a great idea for dedicated Märklin enthusiasts; if you count yourself among that fraternity, contact W&H for further details.

October 1992 Vol 14 Number 10

Colonel's Crossing 362

A switching layout in HO, by Pete Marshall and Bob Lee

A Javanese 2-8-2 368

Scratchbuilt in 1:120 scale by Richard Comber

My Märklin HO layout 372

John Auer describes how his train set has grown

A Southern high hood GP35 374

Kitbashed in HO scale by Trevor Thomas

American Graffiti 377

The railroad art of Tom Winlow

The European Rs flat wagon 378

The first of a series on freight vehicles by Benno Wiesmüller

Akten Vohwinkel 379

A preview of this DB layout, appearing this month at Warley

Realistic rockwork 382

A step-by-step guide from David Angell

The Oregon Railroad & Navigation Co. 384

Roy Ashby's scenic recreation of the Old West

The 47 Class 388

An 'orphan' among New South Wales diesels

News Special 392

Bookshelf/Videos 398

Scrapbox 400

COVER: a Southern Pacific SW1500 switcher going about its duties at Colonel's Crossing. Photograph: PECO Studio. The layout will be in operation at the NMRA BR Convention.

Railway modelling: today's creative leisure activity.

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For the average enthusiast modelling overseas railways

RAILWAY OF THE MONTH



Normally rostered on ore trains, an SD9 'Cadillac' sets out a covered grain hopper on the team track.

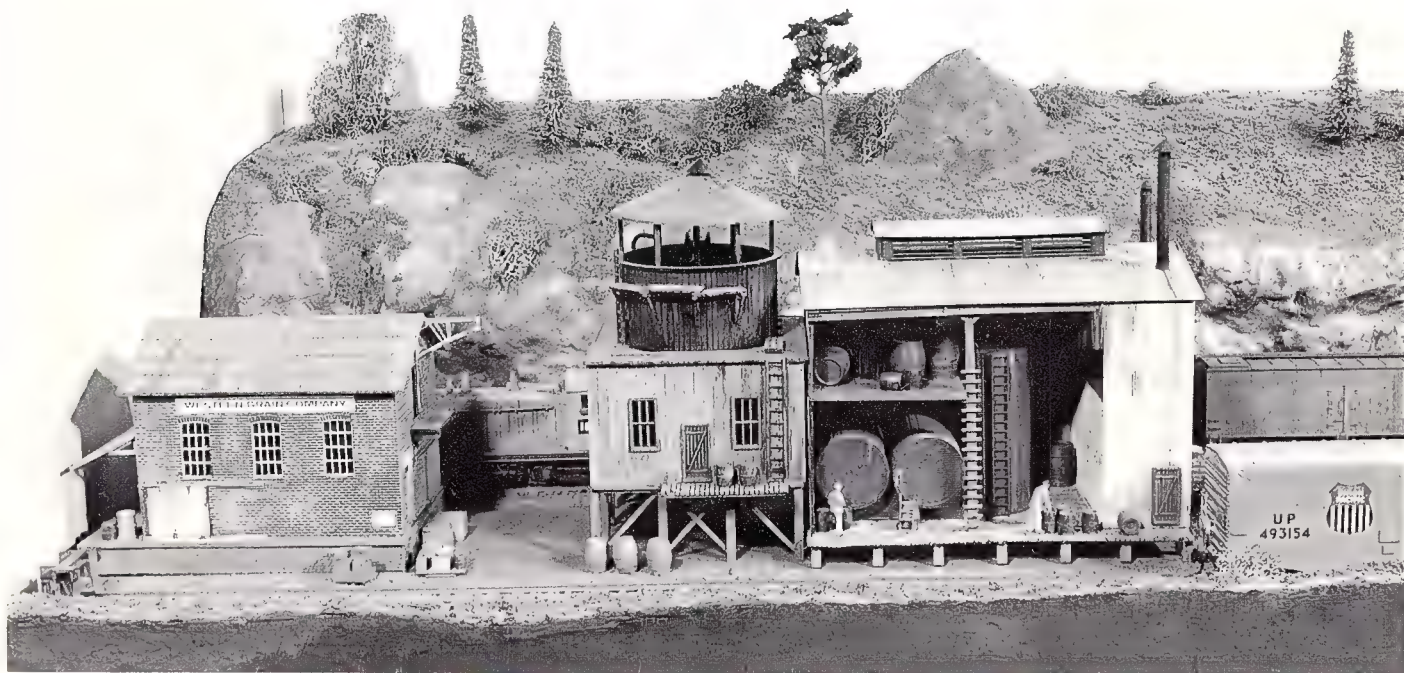
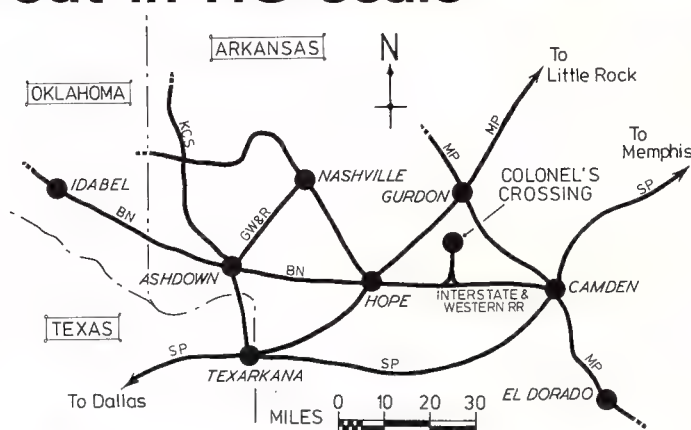
A portable switching layout in HO scale Colonel's Crossing

by Pete Marshall and Bob Lee

Photographs by the PECO Studio

COLONEL'S Crossing is the terminus of the Interstate and Western Railroad, a fictitious short line set somewhere in the lush timberlands and rolling hills of southwest Arkansas. It has connections with the Southern Pacific and the Burlington Northern. The main reason for the line's existence is the extensive bauxite deposits in the region. The line however also services the local farms, forestry and other small industries.

As background to the layout a brief 'history' of Interstate and Western is useful. The railroad was formed in the 1920's as a subsidiary of the Interstate Lumber Company from their mill at Rosston to Hope. Spurs



Just two of the many and varied local industries that are served by the Interstate & Western.



A Southern Pacific SD45 brings a train of empty ore cars into Colonel's Crossing.

into the timber led towards Camden and north towards Reader. Other small sawmills were located on the line and the railroad also served the farming community. By the 1940's the timber company was facing an uncertain future. It sold the railroad to a local group of businessmen and employees who continued to operate it through the war. The timber company itself was sold to a larger lumber company in Washington state. In the late 1950's a deposit of bauxite was discovered near the small village of Colonel's Crossing. Rail transport was essential to reach the smelter located on the SP in eastern Arkansas. The railroad's finances could not support this, but an agreement with the SP was reached for them to upgrade and extend two old logging spurs; one became the branch to Colonel's Crossing and the other the link to Camden. The SP then had trackage rights to the mine.

In the period modelled the mine is the major shipper on the branch, with the SP handling the trains, but switching at the mine and local industries is handled by the I&W. Logging operations have restarted with their own locomotives and rolling stock and these sometimes run into town, to pick up or set out surplus cars which cannot be stored at the mill.

I started modelling American outline about two years ago, and when

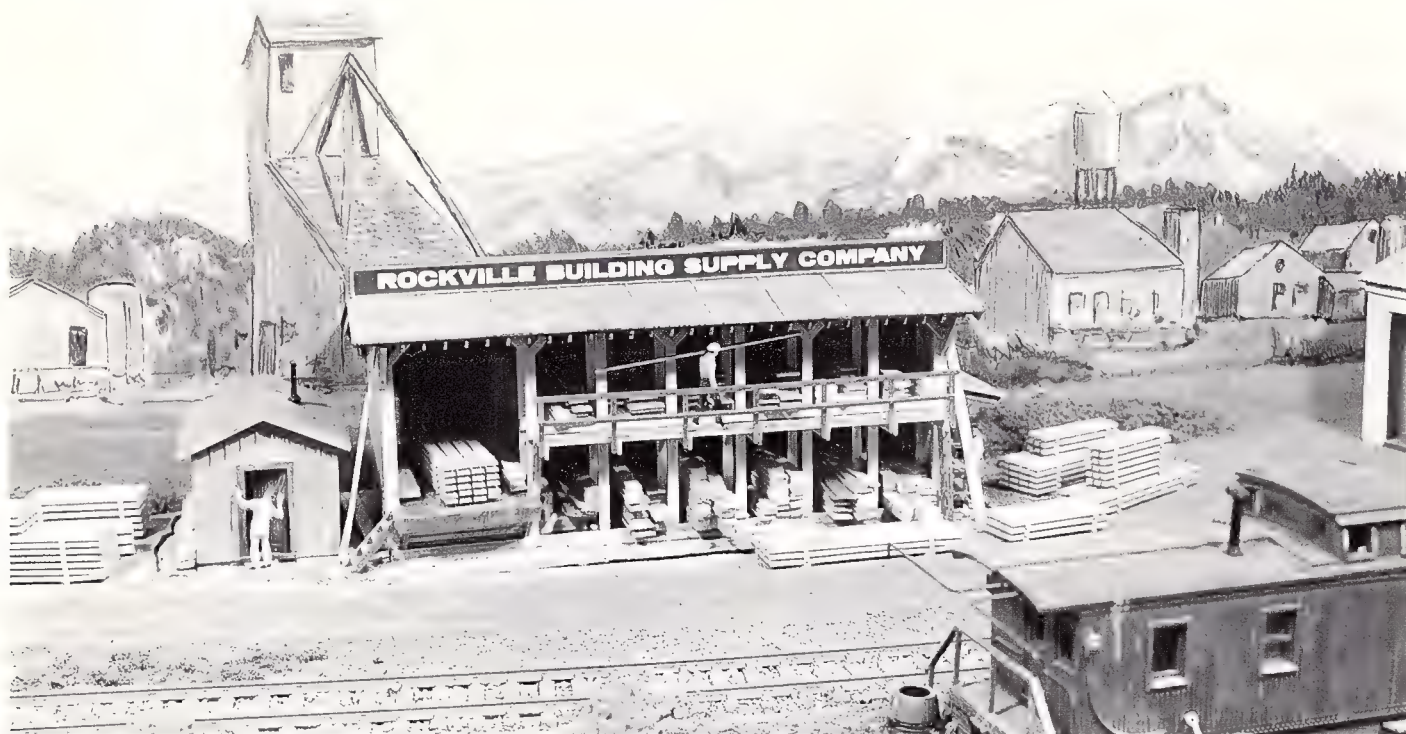
my brother-in-law Bob became interested as well, we decided to build a small exhibition layout together, learning as we went along. The idea was to demonstrate that you don't need a large amount of space or money to build an American layout that is both based on sound prototypical principles and interesting to operate.

At the planning stage we had the following considerations in mind: we wanted plenty of switching moves, an excuse to run large road switchers, have some sort of loading operations to entertain the viewing public, be easily transportable and lastly be reliable.

Bearing the above in mind we made a full size plan on thick cardboard using photocopies of turnouts laid down in their intended positions. On this we placed freight cars and locomotives to check clearances for switching movements. When we were happy with this, Bob made a start on the baseboards proper, each measuring 4' x 18", using 3" x 1" softwood with 3/8" chipboard tops. All joints were glued and screwed for rigidity. The three baseboards are supported on four pairs of legs, made of 2" x 2" softwood with 2" x 1" crossbraces at the top and bottom. At the top of each middle pair of legs are two 2" square softwood posts in a Y arrangement each held by a long steel pin and a coachbolt. The posts enter a 2" square aluminium socket in each corner underneath



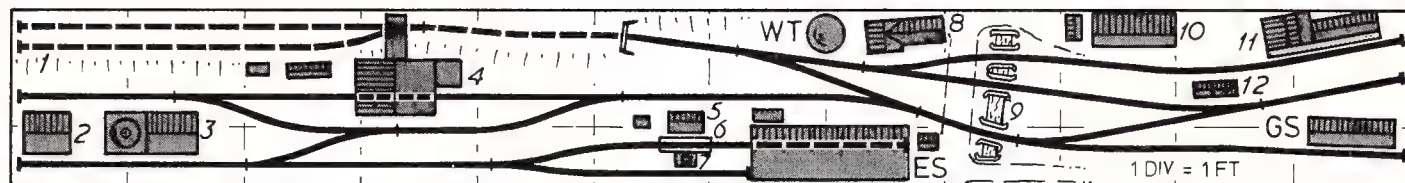
With loading of the ore cars complete, the NW2 switcher backs into the loop past the Western Mining Company's plant.



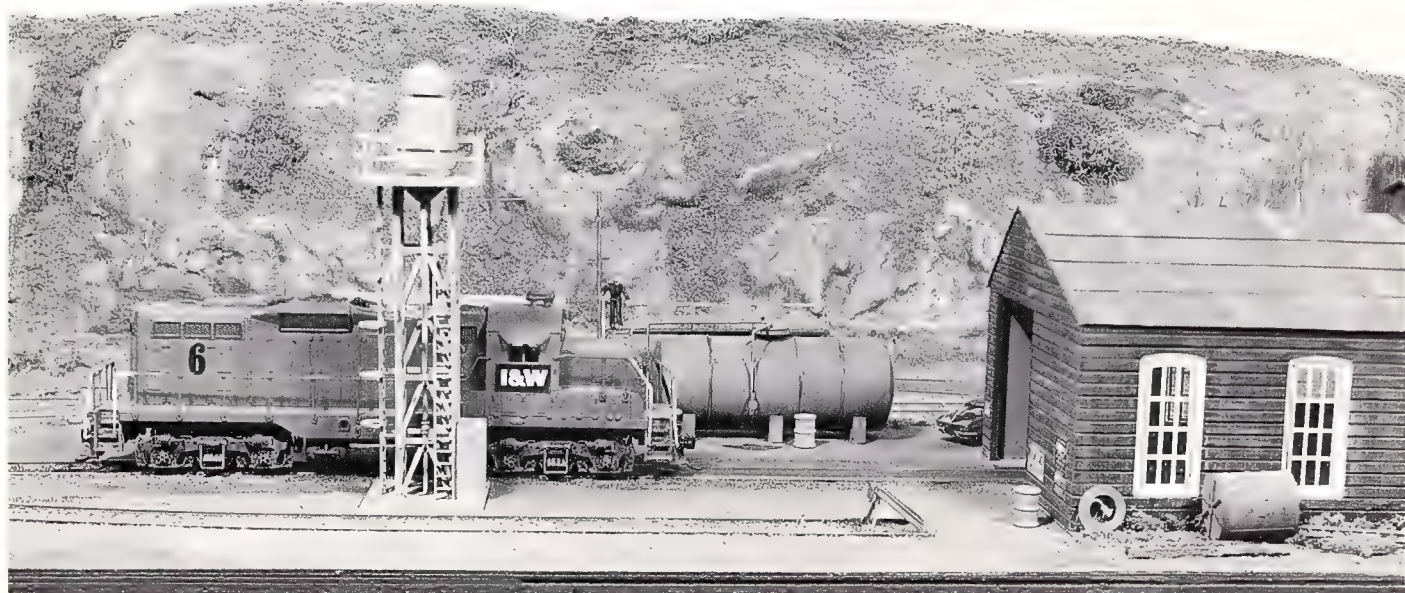
"Is anybody there?" enquires a potential customer. The creative use of figures enlivens an otherwise standard kit.

the boards. Tightening the coach bolt on the centre pairs of legs thus pulls the boards together. The outer pairs of legs simply slot into the aluminium sockets and gravity does the rest. Holes are drilled in each of the long sides of each section to enable aluminium sideplates to be bolted on so the layout can be transported three layers deep. The same holes are utilised to fix a perspex fascia at the front and hold the backscene and stock tray at the back. My wife made a long black curtain which hangs from the fascia down to the floor. This makes the layout look more tidy and hides the junk that seems to accumulate underneath.

PECO code 100 flexible track was laid using mostly medium radius live frog turnouts. These are operated by the wire in tube method via bell cranks. The layout was divided into five electrical sections to allow more than one locomotive to be used at a time. Multipin plugs carry the wiring between each of the baseboards. A transformer is screwed to the middle board at the back under a hill; holes were drilled in the baseboard to allow air to circulate. Control is by a Gauguemaster hand-held feedback unit which gives the excellent slow running that is essential on a switching layout. We then thoroughly tested the track to make sure



- | | | |
|--------------------------|---------------------|-------------------|
| 1 2-Road Storage Yard | 5 Sand Drying House | 9 Colonel's Creek |
| 2 Farms Co-op | 6 Inspection Pit | 10 Lumber Yard |
| 3 Chemical Works | 7 Sand Tower | 11 Grain Elevator |
| 4 Iron Ore Loading Plant | 8 Depot | 12 Yardmaster |



Equally at home switching the yard or out on the line, a chop nose GP7 waits to be refuelled.



Interstate & Western No. 1, an NW2 switcher, prepares to run round a loaded rake of ore cars.



A Rock Island BL2 heads past the engine house before entering the gloom of the tunnel.

there were no problems. The sites for buildings and roadways were then marked on the boards. The track was sprayed with Humbrol track colour, being careful not to get any paint on the turnout blade contacts. A mix of N and HO scale ballast was brushed into place, sprayed with water and bonded with dilute white PVA glue. Thin sheets of card were then glued onto the areas previously marked to represent roads and the grade crossing.

The background rocks were made using plywood formers every few inches with polystyrene blocks glued in between them. Shaping was done using an old saw blade, files and an old soldering iron. This job is best done out of doors as it is very messy. This was then covered with small squares of an old sheet soaked in a sloppy plaster mix. It took several layers to get the right effect. We then brushed on another layer of thin filler using an old 1" brush. When this was almost dry the final shape was carved with an old knife. Sawdust was added to the plaster mix at the top of the rocks where grass would grow and gives a bit of added texture. A very thin wash of light brown emulsion paint was brushed on when the plaster had finally dried. This soaked into the plaster and acted as a base for the further colouring required. When dry a darker wash of grey and greyish brown was dabbed on using a sponge to give a random effect. Then a dilute wash of very dark grey served to tone the colours down and add shadows in the cracks and crevices. The whole



The crew of a Southern Pacific SW1500 take a break from switching empty pulpwood flats.



Colonel's Crossing is scheduled to appear at the following events:
 2, 3, 4 October NMRA Convention (for members only) Tillington Hall Hotel, Stafford;
 17 October Tring & District MRC, Ashlyns School, Berkhamsted; 7 & 8 November Bedfordshire Model Railway Extravaganza, Cardington Conference Centre, Shortstown, Bedford; 27 March 1993 Abingdon & District MRC, Abbey Hall, Abingdon

A general view of the grain elevator and freight depot. Vehicles, figures and many small details enhance the scene.

surface was then lightly dry brushed with light greys and reddish browns to bring out the highlights.

The vegetation was added next using a mixture of Woodland Scenics ground foams, dyed sawdust, lichen and various coloured flocks. Ground cover was made using a mixture of N scale ballast, crushed slate dust, and even some real iron ore from my back garden. These were all added a little at a time to build up a texture and suggest a feeling of depth.

Colonel's Creek was made by cutting a slot with sloping sides across the baseboard, leaving the track bed solid, and a plywood base was glued under the baseboard thus forming the creek bed. Crushed plaster rocks were then glued to the creek bed. The bridge abutments were made from hardboard formers cut to shape then covered with filler. When dry these were scribed to represent random stones. They were then painted light grey and given a darker wash of grey to represent the mortar. Individual stones were then picked out with a dry brush. The creek and edges were painted a light brown colour and varnish added a layer at a time to represent water. Reeds and vegetation were added using multistrand

string glued into small holes with white PVA.

The buildings are a mixture of plastic kits and scratchbuilt items. The ore loader is a plasticard shell with Slaters corrugated sheets overlaid onto it to look like asbestos. The feed and seed elevator is also a plasticard shell with a layer of thin cartridge paper MEK'd on. This was then covered with thin strips of paper to represent the wooden planking. The engine house is made from clear perspex with engraved sides to simulate planking. The windows are also engraved on the inside, with paint in the under cut areas to represent glazing bars. The whole thing is painted with emulsion paint darkened with acrylics. All the buildings are weathered using matt emulsion paint washes then dry brushed to kill the plastic look.

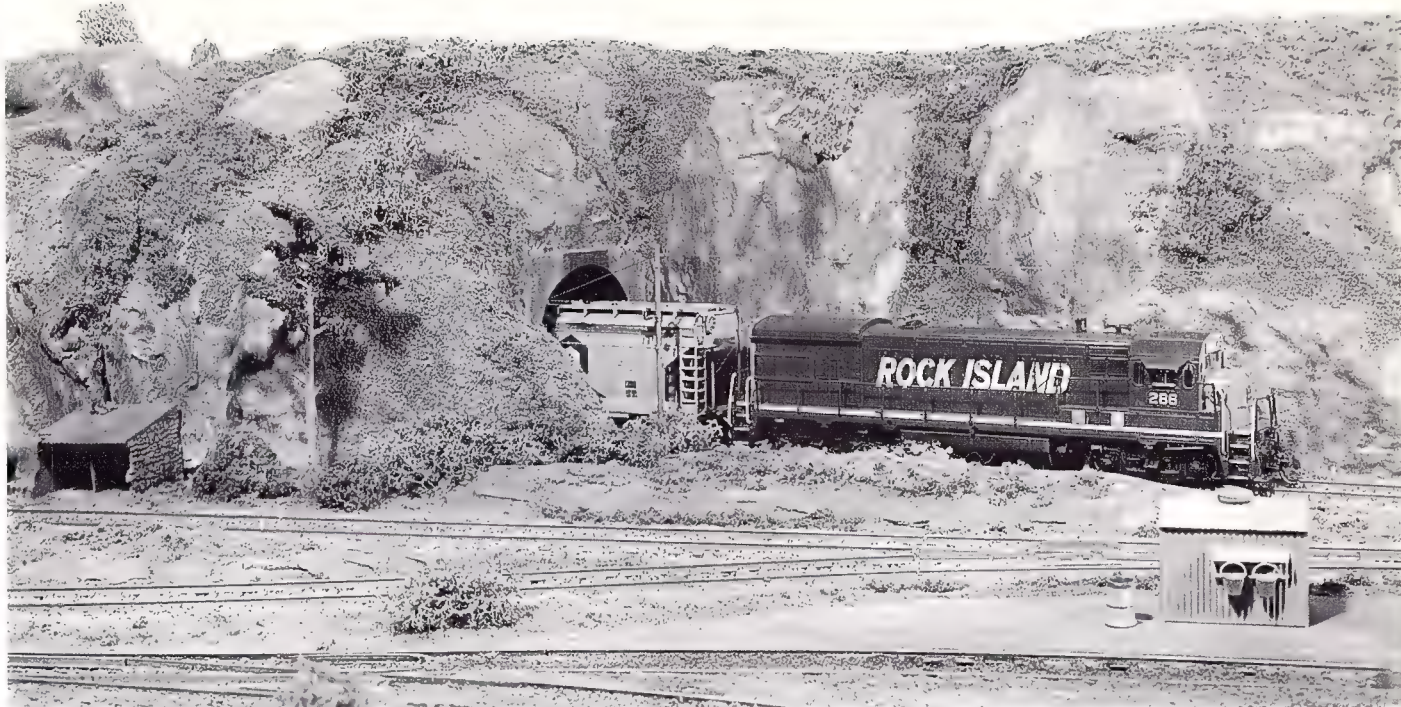
The period we model is the late 60's/early 70's as this allows us a mix of 1st and 2nd generation diesels. We can also use freight cars with roof walks as well as the more modern cars that don't have them. Freight cars are a mixture of MDC and Athearn kits, and all are weathered to a greater or lesser degree. The locomotive stud consists of Athearn, Atlas,



The caboose of a local freight disappears into the tunnel.



A secondhand Alco S2 switcher, still in Rio Grande livery, picks its way



The yard is unusually quiet as a Rock Island GE U33B brings a grain extra into Colonel's Crossing.

Bachmann Spectrum, Con-Cor and Front Range diesels. Most are fitted with 5-pole motors and flywheels, and pick up current through all their wheels; consequently they all run very well.

When we started the project all our stock was fitted with horn hook couplers, as most American models come with these as standard. Following advice from fellow NMRA members we have now changed to Kadees which make hands off uncoupling possible.

Trains are all freight, passenger traffic having ceased in the 1940's, and are run at scale speeds, with appropriate locomotives.

The layout is operated using a sequence timetable, with ore trains worked by Southern Pacific SD45 or SD9 road switchers. The road switcher leaves the ore cars in the loop by the depot and then goes to the engine house for the crew to have a break. The empty ore cars are then pulled through the ore loader by an I&W switcher, usually an SW7 or an NW2. The ore cars are loaded through the back of the scenery using a tool made by Bob which defies description. The loads are actually a flat piece of plasticard with ore chippings glued to the top. These are

placed in the top of each empty ore car. When loading is complete the I&W switcher pushes the full cars back to the loop and the SP road switcher couples up and departs for the main line. The ore trains are interspersed with local freights serving the other industries on the layout. These are usually hauled by an I&W switcher, but to add variety SP and BN locos are also used.

I would strongly advise anyone who is remotely interested in American railroading to join the British Region of the NMRA as you will meet many kindred spirits who are only too pleased to give help, advice and encouragement.

Finally, I would like to thank Bob for getting hooked on American railroading, for without his help I would never have attempted an exhibition layout on my own. Special thanks to Rod Welch who has been my mentor in the change to Kadees, and Alan Sewell our short line technical advisor. And lastly thanks to Mike Scott whose *Little Switch* and *Little Switch Comes to Town* articles provided me with the inspiration to go American in the first place.



past the engine house to start the day's work.



An SP SD45 backs empty ore cars to the loader.

Scratchbuilding in 1:120 scale D52081, a Javanese 2-8-2

by Richard Comber

Prototype photographs
by J. B. Comber

The prototype

The 2-8-2 D52xxx's were built by Krupps for main line use in Java. They have been described as a 'scaled-down Reichsbahn Class 41', i.e. scaled down to suit 1067mm instead of 1435mm gauge. Mine has been scaled down a bit more for 9mm gauge, although I'm well aware that Herr Arnold beat me to it with his excellent 1:160 scale 9mm gauge version. But there are several obvious differences between the D52xxx's and Class 41 apart from track gauge, notably the large sand box, twin slide bars, the rear pony truck's outside bearings, the decorative plates and the quantity of red paint.

Drawings and photographs

Side elevation drawings are to be found in 'De Stoomtractie op Java en Sumatra' by J. J. Oejema and 'PNKA Power Parade' by A. E. Durrant. Oejema's drawings are to a scale of 1:87, a number which has a familiar ring about it, and 1:120 scale drawings were obtained using a reducing photocopier.

Photographs in 'Steam Up, Indonesia and Thailand' by Joyce & Tilley clearly show details of the loco's front end, also that the cab, the running plate, the outside edges of the cylinders and the smoke deflectors all extend to this maximum width.

I was also lucky to have some colour photographs taken by my brother in the late 1960s and early 1970s, including some invaluable ones taken from a high angle which show details of boiler fittings and the tops of the tenders — thanks, Jim. I must also thank Colin Thompson of ACT, Australia, for photographs showing colour schemes and for other information on D52xxx's, as well as for his long distance encouragement.

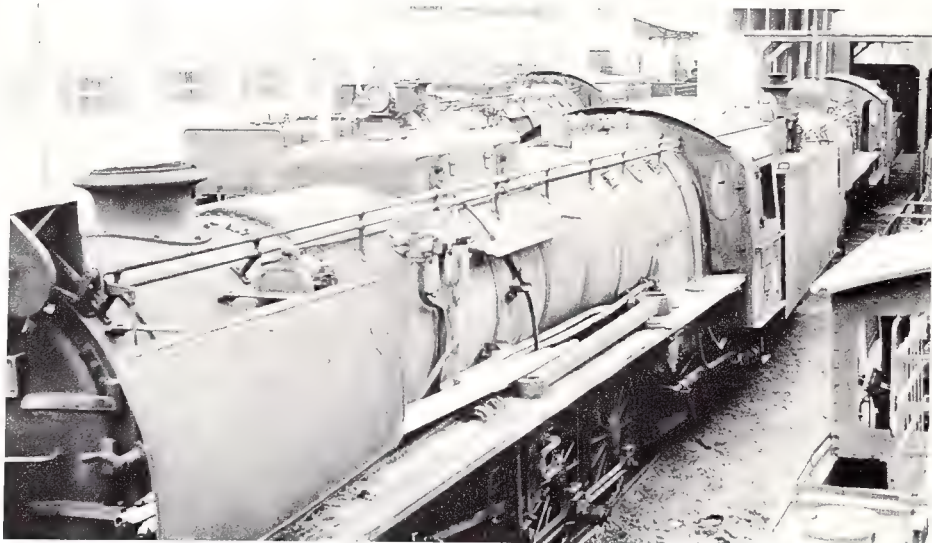
Loco chassis

Commercial chassis were investigated to see if any could be modified to suit the model. The nearest was the version of the Bachmann 4-8-4 which has large spoked wheels, but these wheels are not quite large enough, and the driving wheelbase is 4mm too short. Also, the wrong coupled wheels are driven, which might or might not have been a surmountable hurdle.

So the chassis was to be scratchbuilt. Because different types of driving wheels require different types of chassis, the type of driving wheels had to be decided first. The choice was between the metal wheels on metal stub axles which used to be supplied by the late Mike Bryant, and wheels with plastic spokes. The former give excellent current pick-up with split-frame chassis, but it was thought that the ex-



Above: the prototype at speed on the main line. Below: withdrawn locos at Madiun, East Java, 1971. One of the those high angle views invaluable to modellers.



tra side-play necessary for a long wheelbase to negotiate curves might not leave enough room for the insulating muffs, so Fleischmann driving wheels were chosen, and 11mm diameter black ones and their crankpins and axles were obtained.

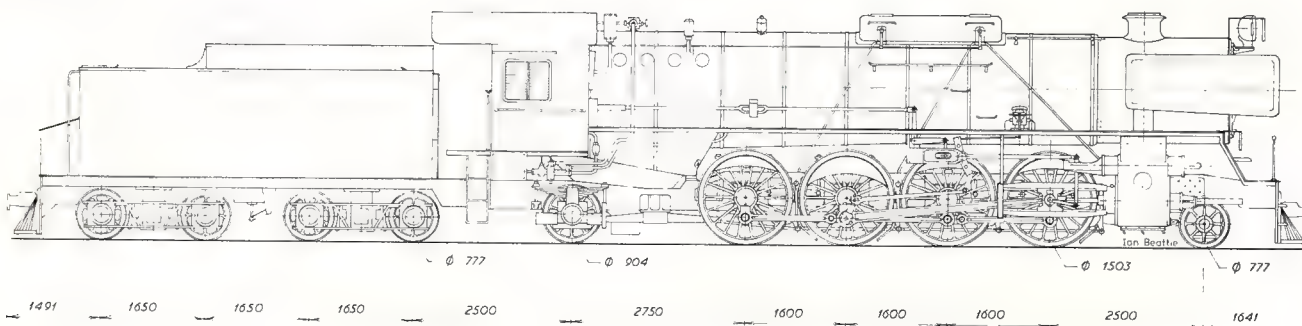
Although the chassis has to be made first, it cannot be completed without taking into account where and how the superstructure is going to be fitted to it. So a start was made on the superstructure before the chassis was finished. Later on, for similar reasons, the tender was started before the loco was finished.

As usual, first were the frames. Phosphor bronze strips were soldered together, marked with a scribe and drilled successfully (at the second attempt) to take the four driving wheel axles, a fifth axle for intermediate gears, and

bolts. Next, the frames were separated and then bolted together using 4mm spacers.

Fleischmann 1.5mm diameter axles were then inserted for the driving wheels, and a short piece of 1.5mm diameter steel axle rod was used for the intermediate gear axle. The coarser-toothed 64 D.P. gears from the 2mm Scale Association were used because I know my limitations. Driving wheels were fitted temporarily. Not only did the gears mesh smoothly (to my surprise), but with the small gap between the frames there was more than enough side-play in the 1st and 4th driving wheel axles to negotiate the sharpest curves on the layout. It was also found that when pushed along the track, all the driving wheels revolved — the driving wheel axle holes must have been drilled in line!

VIM 0
SCALE 1:120



The wheels, gears, axles and spacers were removed from the embryo chassis and the side frames were bolted together without spacers while excess metal was removed. By the time this job was finished, only a little metal was left! The bolted spacers were reinstated and permanent spacers consisting of pieces of $\frac{5}{32}$ " square brass tubing were soldered in place and the nuts and bolts were removed. Unlike a split-frame chassis, the side frames could be soldered together because the insulation is provided by the plastic spokes of the Fleischmann wheels.

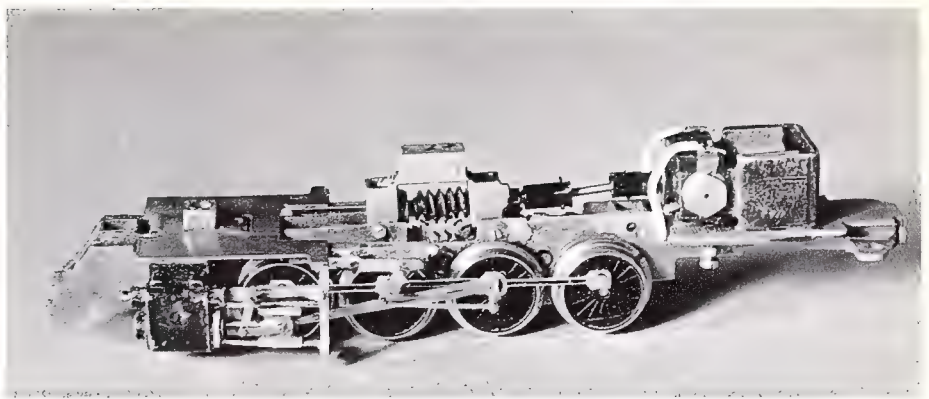
The two intermediate gear wheels which link the motor's worm wheel to the gears on the second and third driving wheel axles were fitted; these were glued on to a muff. The gear driven by the worm has 22 teeth, and that which drives the gear wheels on the driving axles has 14 teeth, making an overall gear reduction of $22/14 \times 22 =$ approximately 35:1. Two 22-toothed gears for the two centre driving wheel axles were glued on to the ends of muffs which had been shortened to slightly less than 4mm, to allow only a small amount of side play when fitted between the frames.

Initially, it was planned that the two centre driving wheel axles would be driven by gears, with the leading and trailing pairs joined only by coupling rods. Without the motor, the wheels and motion operated very smoothly when the loco was pushed along or towed round the track, and presumably a motorised tender would have pushed the chassis satisfactorily, like a Peco Jubilee or a Fleischmann 2-10-0. But when the motor was fitted it was a case of 'much binding' of the coupling rods, and extra gears were quickly inserted to drive all four axles. How much easier it would have been if I had fitted them all at the outset! Who was it who said that if you must re-invent the wheel, then at least make it round? Why is it sometimes necessary for all driving wheels to be connected by gears, leaving the coupling rods going round 'only for the ride' (to use the late Mike Bryant's words) while on other occasions manufacturers get away without doing this?

The second and third pairs of driving wheels were fitted (quartering being done by eye), then the remaining driving wheels. The 1st and 4th pairs have their gears on short muffs to allow enough side play. One advantage with Fleischmann driving wheels is that they can be removed and replaced, unlike the Mike Bryant type which are glued into muffs so that you have to get everything right first time.

A brass plate is sandwiched between the body and the chassis. This carries the cylinders, slide bars, the vertical metal brackets which hold the rear ends of the slide bars in place, and pieces of nickel silver strip for valve gear link pivots. With the body removed, the plate can be lifted for access to the leading driving wheels and coupling rods. It was essential to be able to lift the plate as the coupling rods had to be removed several times during construction.

The slide bars and brackets were soldered to the brass plate, but the cylinders (which came from a BTTB 1:120 scale loco) had to be glued because they were cast from a metal which



refused to be soldered.

The slide bars, cross heads and piston rods had been intended by Nu-Cast for a 4mm scale LMS Compound. These nickel silver lost wax castings were found while I was on a brass tube/boiler hunting trip (and general nose around). It was a big advantage having the top and bottom slide bars in one casting. Although the 4mm scale crossheads are slightly too large (from top to bottom they are 6mm instead of 5mm), this error was cheerfully accepted — I felt lucky finding a near 2.5mm scale item in a 4/7mm scale shop! In any case, if I hadn't told you they were too large, you would never have known.

Connecting rods were made from 0.32mm thick nickel silver sheet, but I couldn't manage tapered flutes. In the D52xxx's, the valve linkage rod pivots in the centre of the crossheads, so these centres were drilled to take 0.3mm diameter crankpins which had recently been added to the 2mm Scale Association's lists. Other pieces of valve gear were made from nickel silver, and Association 0.3 and 0.5mm diameter crankpins were used. The 0.3mm ones with their washers are much more fun because they are so tiny. First you have to get them under a magnifying glass — well, I have to — then you try to catch one with fine-pointed tweezers before it escapes. They are strongly inclined to fly off somewhere, never to be seen again. But when you finally solder one into place, together with its minuscule washer, you get a feeling of smug satisfaction. As recommended by the Association, paper spacers were used, to be removed after soldering. Where there was a real risk of small pieces of valve gear becoming unsoldered when the next item was being soldered into place, I used a high temperature solder with its associated flux, and one of those little butane-fired micro torches. I soon learned to keep combustible items out of range by putting the items to be soldered on top of a house brick or a large steel vice.

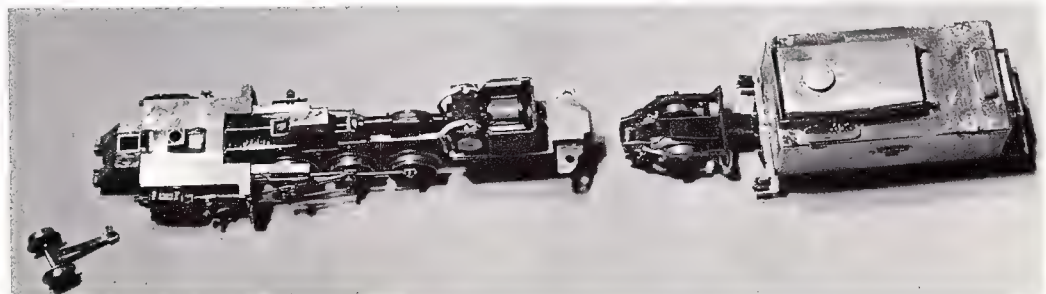
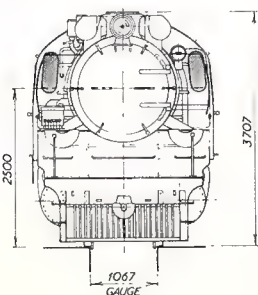
Fleischmann crank pins were used for the 1st, 2nd and 4th pairs of driving wheels, and parts of Fleischmann coupling rods were exactly the right size. For the 3rd pair of driving wheels, the crankpins and linkage rods from a Kato 2-8-2 were used after those parts of the crankpins which were to be inserted into the Fleischmann driving wheels had been reduced

in size using a slitting disc in a mini drill, under a large lens. A bracket to carry the axle for the worm gear and one end of a cardan shaft was fitted in such a way that the worm meshed with the 22-toothed intermediate gear wheel. Because the intermediate gear was off centre, the worm gear also had to be. But since the motor would be central in the firebox, it was linked to the worm gear using a short cardan shaft. The bracket was bolted into place, so that it could easily be removed to test that the driving wheels and motion ran freely.

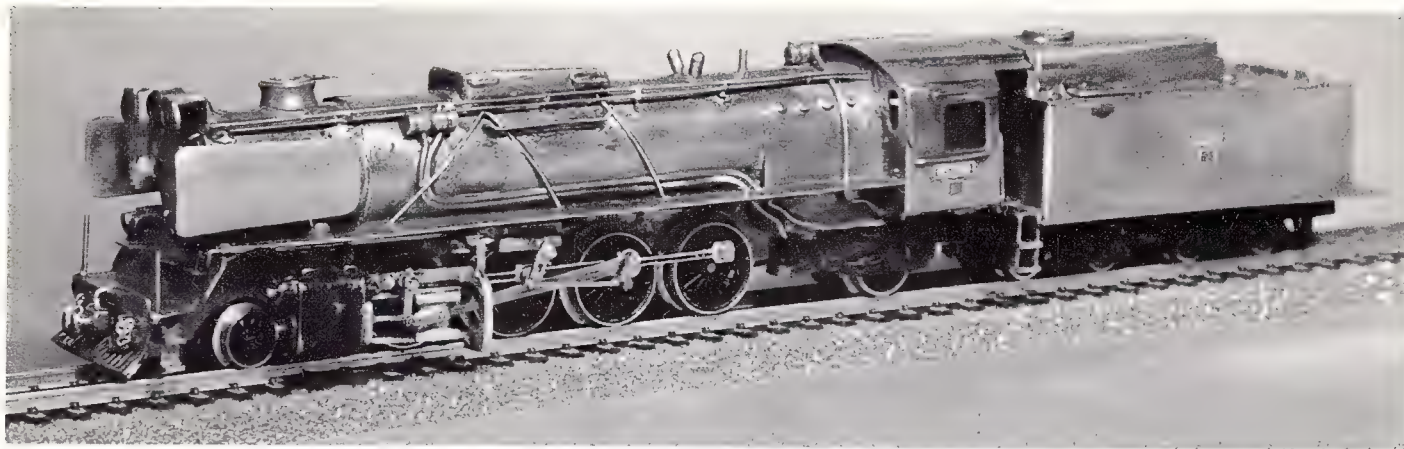
A Mk II Tenshodo motor was fitted to the chassis so that most of it would be in the firebox. The motor just protrudes into the cab, and the bottom of it is level with the cab floor. It was glued on to a brass plate soldered to a piece of square section brass strip, which in turn was a sliding fit into a horizontal piece of $\frac{5}{32}$ " square brass tube; this formed the rear frame spacer. So the motor, on its plate, can be removed by sliding it backwards, which is very convenient for fitting or removing the cardan shaft.

N Gauge Society replacement wheels were used for the leading pony truck. It is unlikely that the designer of these wheels had this 1:120 scale Japanese loco in mind, but they were just right. They were fitted on to a 1mm diameter axle, which in turn was a sliding fit into a piece of brass tubing which formed the bearing. The brass tube was soldered to a thin phosphor bronze strip to make the truck slightly sprung. The other end of the phosphor bronze strip had a small brass collar soldered to it and both were drilled to take a 12BA bolt which fitted into a piece of square section brass rod. This brass rod was bolted into a vertical piece of $\frac{5}{32}$ " square section brass tube which also acted as a frame spacer.

The rear pony truck came from the Kato 2-8-2. This is really a forward extension of the tender chassis in both the Kato loco and the model D52081. The D52xxx's rear pony truck wheels are larger than those in the leading pony truck and 8mm diameter Fleischmann driving wheels were used. These were fitted on a pin-point axle of the same length as the Kato one, and they revolved quite freely in the Kato pony truck after a small amount of plastic was filed away. Fortunately, the crank holes are obscured by the axleboxes and springs.



Top: side view of the basic loco chassis. Above: the leading pony truck, loco chassis, and tender, showing how the loco's rear truck is effectively a forward extension of the tender chassis.



Loco superstructure

Oejema gives the maximum width of the loco as 3000mm and this was divided by 120 for the model. A running plate was cut from a piece of 0.4mm thick brass. This was the first loco I had made in which the running plate was higher than the bottom of the boiler. Because of this, it was necessary to find out how wide the slot in the running plate would have to be. The 1:120 scale drawing shows the top of the boiler to be 12.7mm above the running plate. The boiler tube was placed in a vice which was adjusted until 12.7mm of it showed above the jaws, when the gap between the jaws was found to be 9.7mm. So a 9.7mm wide hole was cut in the plate, and this was widened to 15.1mm for the firebox. Spare metal was left at both ends of the running plate until the boiler had been soldered into place.

Two sizes of brass tubing were chosen for the boiler and smokebox, one being a sliding fit into the other. Although the top of the boiler is horizontal, the underside tapers for 50mm in the model, making life interesting. The smokebox tube was soldered into the boiler tube, then using a slitting disc, a 50mm long slit was cut along the centre of the bottom of the boiler from the firebox end. The bottom of the boiler was opened out using long round-nosed pliers while it was held in a vice to prevent it from opening out in the wrong places, but only a little of this taper remained when the slit was later widened to accommodate that part of the chassis which extends into the boiler.

Patterns of both side views of the firebox were drawn on sticky paper labels which were stuck on to the firebox end of the boiler tube prior to cutting to obtain the correct shape. Next, a front firebox plate was cut out, bent, fitted and soldered into place.

The boiler was then soldered to the running plate. Care had to be taken to ensure that the top of the boiler was the correct height above the running plate throughout its length. I 'tacked' the boiler to the plate with four small blobs of solder, and checked that the height was correct before soldering the whole length. Only then did I discover that although the height was exactly right, the boiler wasn't in line with the running plate! So the whole thing was put on to an electric hotplate until it came apart, ready to try again.

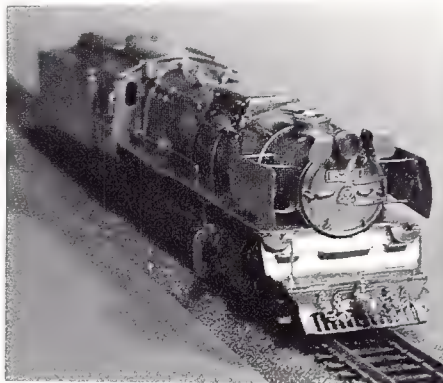
A cab front was cut out from 0.4mm thick brass, holes were cut for the spectacle plates, and this was soldered to the firebox. Next the cab floor was cut out and fitted to the front. Two cab sides were made and fitted into place after their windows had been cut out and their handrails fitted.

The width of the large sandbox was calculated, but when it didn't look quite right, I reverted to the maxim that "if it looks right, it is right". So a sandbox was cut, ground and filed to shape from a rectangular-section piece

of brass. Handrails were fitted and it was soldered to the boiler.

Superfluous metal was then removed from the front of the running plate, and a sloping front piece was soldered in place. Next, holes were drilled in the boiler for the other fittings. The control rods/handrails on the left hand side (looking forward) were fitted using the 2mm Scale Association recommended method with twisted tinned copper wire, but with two control rods instead of a single handrail, this job was more difficult than usual. I carefully inserted all the twisted pieces of wire before attempting any soldering, only to find that the wire I had chosen for the control rods refused to accept the solder. So I started again, this time using a piece of wire I knew to be nickel silver. Because of the problem of adequately heating up parts of the boiler, which is a very efficient heat sink, I used a 70 watt soldering iron. Holes were then drilled in the running plate to accommodate the sandpipes (three on each side) which go underneath the control rods.

Other boiler fittings were made from pieces of brass rod and tube, turning items in a mains-powered electric drill as necessary. The chimney was turned from copper instead of brass, to give it a copper cap. The trickiest item was the headlamp with its associated decorative brackets. These characteristic brackets were shaped from a piece of square brass tubing using a slitting disc in a mini drill. The headlamp was made from a piece of brass tube, and this was soldered to the bracket. It was filled with a piece of polystyrene rod.



To make the smokebox door a piece of $\frac{1}{8}$ th inch thick brass was sawn to a rough hexagonal shape and soldered to a piece of $\frac{1}{4}$ " brass rod. The brass hexagon was then turned down to form the smokebox door, and removed from the rod. Holes were drilled in the door to accommodate wires which were threaded through to make handrails and the six locking handles. Brass etched door hinges from Saltford Models were soldered on. The smokebox door was glued into place later, after the superstructure had been fitted to the chassis.

The long footsteps on the boiler beneath the sandbox and those on the sloping front of the chassis were soldered in place, and the lower front decorative plates were made and soldered to the leading edge of the running plate. The front footsteps were trimmed 2mm Scale Association castings.

Next the cab roof was soldered into place; the strips which prevented rain water from soaking footplate crew when leaning out of the cab sides were represented by pieces of brass wire hammered flat.

The cowcatcher was a trimmed Langley Baldwin brass etching, and the single central buffer/coupling was turned from a piece of brass rod. The device which presumably allows uncoupling from the side of the loco was represented by a piece of bent brass wire. Two chain links with their hooks were made using a piece of chain from a local jeweller's shop; this had been bought for the first Javanese loco built years ago, and there's enough left for at least another 20 locos!

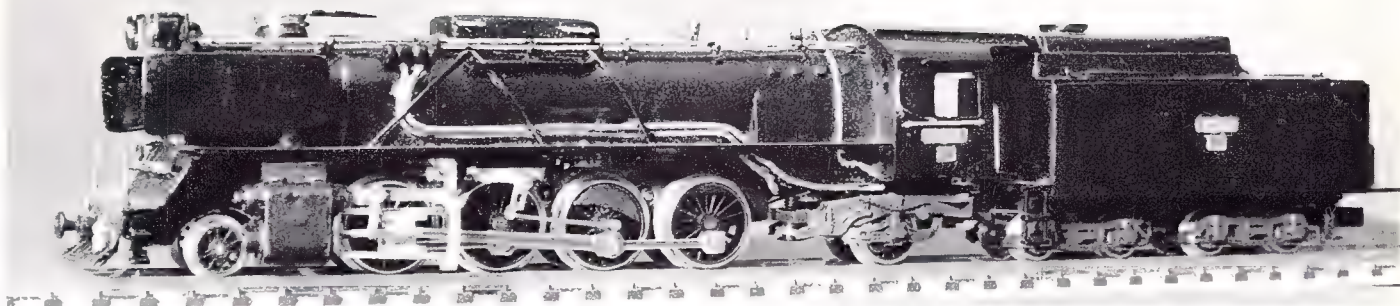
Fitting the superstructure to the chassis

Fitting the superstructure to the chassis was more complicated than in any of the locos I had made previously, since the running plate is higher than the bottom of the boiler. To make room for the chassis, the slit along the bottom of the boiler was widened. Masking tape stuck along the bottom of the boiler had two parallel guide lines drawn on it, and the marked strip was removed using a slitting disc (or three!). The centres of the driving wheel axles had to be 8.9mm below the bottom of the running plate. To get this right, pieces of metal and wood were glued to a vice using 'Uhu' to make a temporary jig to hold the chassis and superstructure in the correct positions while brackets and bolts were fitted, an arrangement which worked well.

A single 8BA bolt immediately ahead of the pony truck pivot fixes the front of the chassis to the superstructure; it screws into a tapped brass block glued into the smokebox. This brass block was filed from a rectangular section bar until it could just be inserted. At the back of the locomotive two right-angled brackets were soldered to the chassis and two 12BA bolts screw into nuts soldered to the cab floor.

Tender chassis

The tender chassis from the Kato 2-8-2 was used, the wheel sizes and spacings being just about right. This cleverly designed split-frame sprung chassis picks up current via all eight wheels. Current is carried forward to the Kato loco through two phosphor bronze wires which wipe on to two vertical rods on the loco's main chassis. D52081 keeps this arrangement, the phosphor bronze wires being extended to slide on two vertical 12BA bolts which are electrically connected to the motor.



Tender superstructure

About 2mm of plastic was removed from the leading edge of the Kato tender running plate, and a brass bottom plate was cut out to fit around the Kato plastic body. The tender body was built on this plate using brass sheet, and this fits over the Kato body, leaving the tender chassis in its original state. A ladder cut from a Langley N scale etching was soldered on to the back, and dummy fuel oil and water tank lids were fitted, along with lifting brackets.

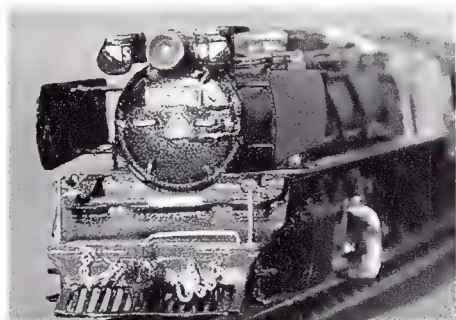
The chassis and the Kato tender body are fixed by a single bolt which screws into a tapped brass plate glued into the brass body.

To enable the loco to negotiate curves, the cab footsteps were fitted to the tender rather than to the loco, but this only looks odd when the loco is on a sharp curve.

Finishing

Bill Bedford etched some excellent number plates and a Krupps works plate for me. These were sprayed with a red car aerosol paint, which was allowed to harden over two days. They were then rubbed gently on a fine (320 grit) abrasive paper on a flat surface to remove the paint from the raised surfaces, and finally they were lightly varnished. Six number plates were glued into position using quick-setting epoxy resin. Also, dummy large balance weights were cut from brass shim and glued to the third pair of driving wheels.

D52xxx's were mainly black, but they had red front and rear buffer beams. Also, some of them had red connecting and coupling rod flutes, and red driving wheel axle ends, and on the model this colour scheme looks quite smart. D52081 also had a red and white horizontal rod (function unknown) just below the smokebox door.



The number plates and those items which were to remain metallic were masked with masking tape before the loco and tender bodies were sprayed with a coat of grey car body primer from an aerosol can. The metallic items, including the chains, the chimney's copper cap, the copper piping on the loco, the handrails including the vertical ones on the front buffer beam, the headlamp 'glass', and the firebox/boiler fittings which look metallic in the

photographs were left unpainted.

After priming, the front buffer beam was masked and the loco and tender bodies were sprayed with car glossy black; to use matt black would have been an insult to the footplate crew. The Fleischmann coupling rod flutes were painted red by hand, which was a simple task. But the flat connecting rods needed tapered red lines, for which pieces of red lining transfers were used, these being sealed with a coat of varnish. To complete the finishing, small pieces of transparent plastic were glued in place for spectacle plates.

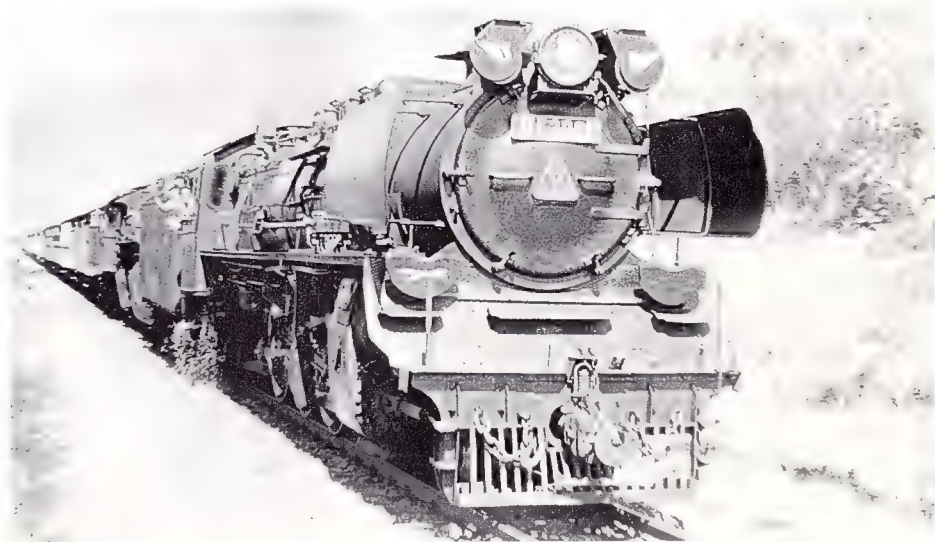
Running

When first tested, the loco ran very smoothly but was short on pulling power, and I wondered if traction tyres could be fitted. The Fleischmann locos with this size of driving wheel are all pushed by their tenders, so this

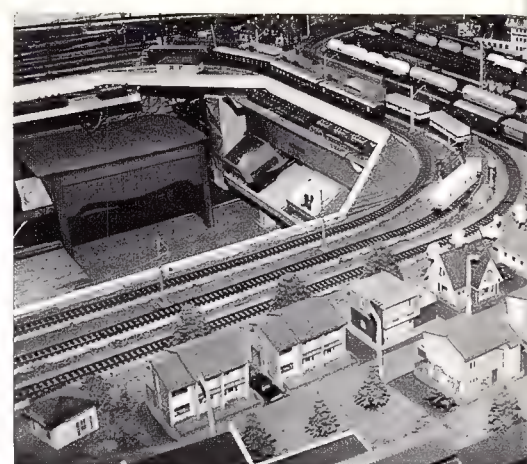
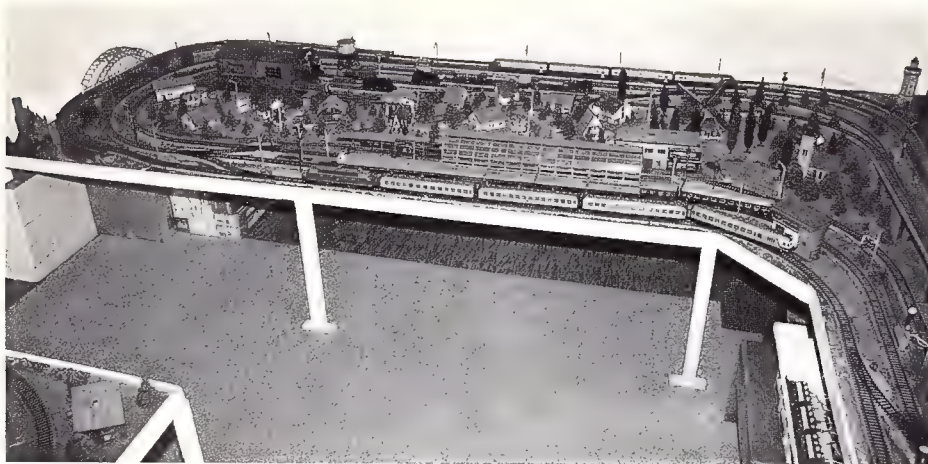
type of driving wheel would not be available with traction tyres. But with really good timing, we had an N Gauge Society area group meeting and the Society's 'Help line' expert (many thanks to Ralph Snelling) gave me the name of the N Gauge Society's traction tyre expert. One week later I had a pair of Fleischmann driving wheels machined and fitted with Minitrix 'Britannia' traction tyres, which more than doubled the pulling power. (Thanks to you too, Charlie Griffiths!) The loco seems to run perfectly well picking up current only through the Kato tender wheels, so that arranging for current pick-up through the driving wheels would be superfluous. In fact D52081 will go round the track at a scale 1.5mph, in most realistic fashion, seemingly indefinitely without a hint of stalling. Altogether, I'm quite pleased with this one — it only took about 15 months — so what's next on the list?



The model at work on the only part of the layout so far completed.



D52081 between Madiun and Nganjuk in 1969, double heading a 2-6-6-0 Mallet.



Left-hand end of the layout with S-bahn service in the station: middle overall view shows part of the town.

A railway in the loft, with the emphasis on operation

My Märklin HO layout

by John Auer

Photographs by the author

HOW OLD were you when you got that first circle of track with the little locomotive and the obligatory wagons? I was born in Germany, and for the Christmas after my third birthday my parents bought me my first Märklin boxed set — a starter pack consisting of a DB BR89.0 0-6-0 tank loco, two second class passenger coaches, an oval of track, and a controller. Some 30 years on, I still have that set, albeit that the track is now incorporated in the nearly four hundred feet of my present layout.

The layout was initially designed about 25 years ago. It is purely fictitious and provides a home for a selection of western European rolling stock. My father's posting to south-east England in the late 'sixties involved the family looking at over 60 houses before I found a suitable place to construct the railway!

It was then slightly smaller than its present size, and at first only part of the trackwork was set up, on carpet on the floor. As time went by, a permanent baseboard about 8' x 6' was established, and more stock and track was collected. Having four controllers available, the points were electrically operated as were the uncoupling ramps, which kept me amused for hours. Like most children, as I grew up I developed new interests, yet still to this day I take great delight in working model trains.

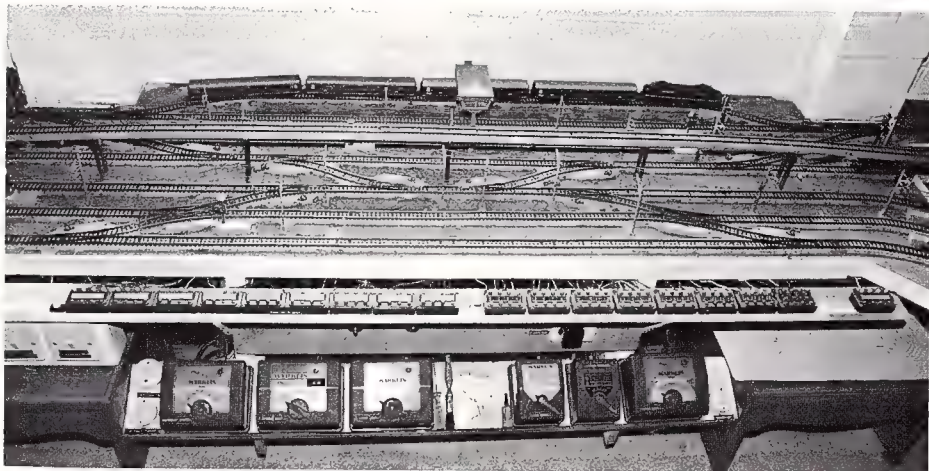
Baseboards and trackwork

The room in which the layout is now housed measures 16' x 10', and there is a baseboard area of 135 square feet available. The boards themselves are of 3/4" plywood, and are fixed to the walls around the room with 1 3/4" x 3/4" battens. 1" square legs placed at strategic intervals take the weight along the front of the boards. The whole assembly is also fixed rigidly to the floor. Because of the pitch of the roof, the height has been fixed at just 18" off the floor, but this does have the advantage that one can sit down at the central control area and still be able to view the entire layout in operation.

The track is Märklin M, the metal studded type; although it does look nicer, the idea of changing everything to the newer K track



Schorndorf tower controls the busy goods yard.



The impressive control panel.



Three railbuses depart from the terminus with a local service.

would be impractical at this stage, not to mention the cost involved! The points (four dozen of them) are electrically operated.

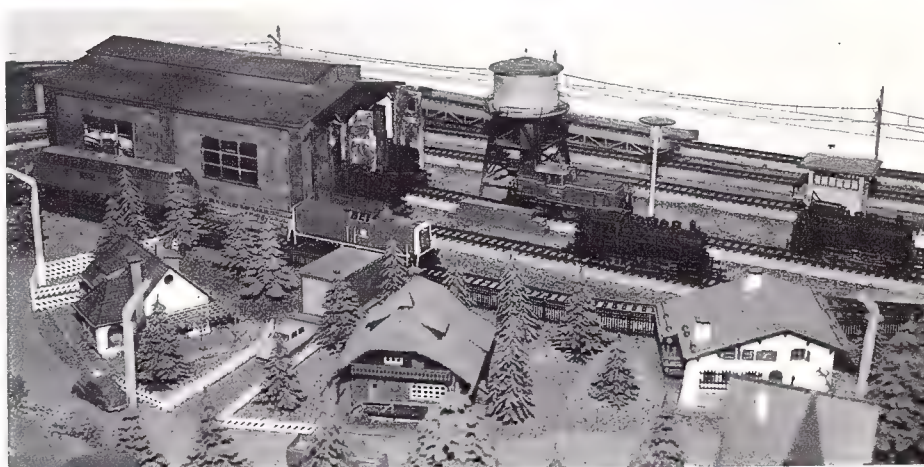
The power supplies and wiring would be an electrician's nightmare. One advantage of the Märklin three-rail system as opposed to two-rail is the electrical simplicity of such features as return loops, without the need for polarity changing switches. Even so, with more than a half a mile of wiring, I am glad that the layout is not portable!

I have eight controllers in use, usually all at the same time, which means that up to ten different trains can be run at once. The electrical side of the signalling system is fairly straightforward, using block interlocking of signals and points not unlike that employed in prototype practice. A passing train will set the signal to danger by means of a track contact, simultaneously clearing the preceding signal, thus allowing a following train to enter the section. When a signal is at danger, the track supply is interrupted, causing the train to stop in a preset distance. Thirty-five signals are automatically controlled in this way.

Such catenary as has been installed is by Märklin, and the power to it is arranged in the same way as the track. I have plans for electrifying another line sometime; more wiring to do! When will it end?

Buildings and scenery

The buildings are nearly all from Faller, with the exception of one or two Heljan kits. Virtually all are illuminated, as are the street lights and station lamps, powered by a completely separate 12 volt DC supply. Ground cover and foliage are the traditional scatter materials and lichen. The backscene has been removed following a recent redecoration of the railway room, and will eventually be replaced. More time will



Steam and diesel activity outside the shed.

have to be spent adding figures and vehicles: you are never finished fiddling around on a model railway layout. One of the pleasures of the hobby is that there is always some new accessory or item of stock to look forward to.



The main freight yard's modernistic goods offices.

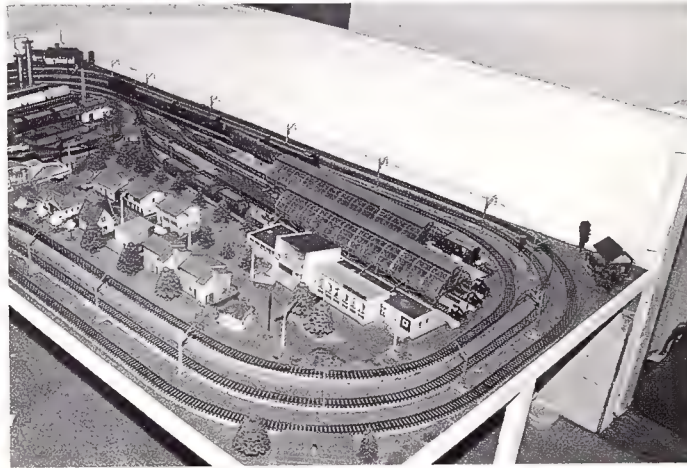
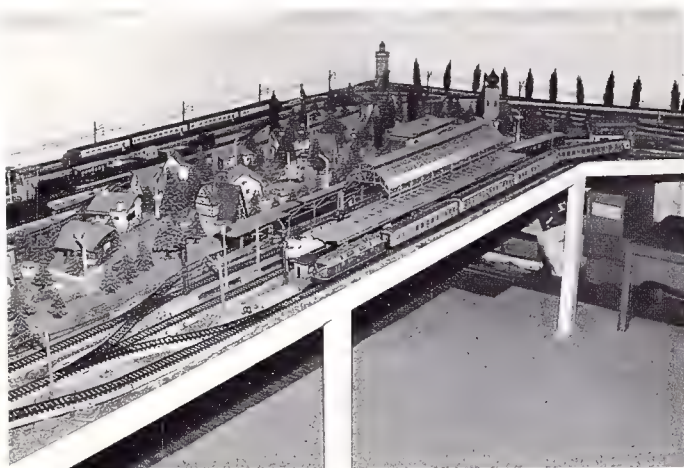
Rolling stock

To date I have 31 locomotives — all of course are Märklin. Some are over 30 years old, and still perform well, thanks to careful servicing and a little lubrication (not unlike their owner!). The motive power represents West Germany, Holland, Denmark, France, and Italy.

Coaching stock is made up into matching sets for these countries. I prefer to leave the old tinsplate coaches out of harm's way as they have become quite valuable and I don't want them to suffer in a derailment.

Freight stock is made up of a wide range of wagons, mainly at present of DB origin. Future additions will be from other European administrations.

The layout does not follow a timetable or schedule, and is simply operated when and how I want it to. It performs very well, and long may it continue to do so.



Three-track main line at each end of the layout allows for much interest in operating sessions.

American diesel kitbashing in HO scale Southern high-hood GP35

by Trevor Thomas

Photographs by the author

WHILST GP35's mounted on Alco trucks (obtained when older Alco diesels were traded in to EMD) are not unique in the railroad world, the Southern GP35's were, being the only high-hood GP35's so mounted. However, some (very few) of the earlier units purchased for use by Southern's subsidiary roads used standard Blomberg B trucks, as did all N&W GP35's.

Wanting to add one to my Southern roster and being totally dissatisfied with the overscale and poorly detailed hood on the Athearn model, I cast around for an alternative, sectioning the hood to reduce its width by about one scale foot, or splicing the stock GP35 sides onto reduced length GP38-2 walkways and scratchbuilding the hood roof; both of these methods would still have resulted in poorly detailed hood sides. Naturally, I regarded a brass import as being well out of my disposable income league!

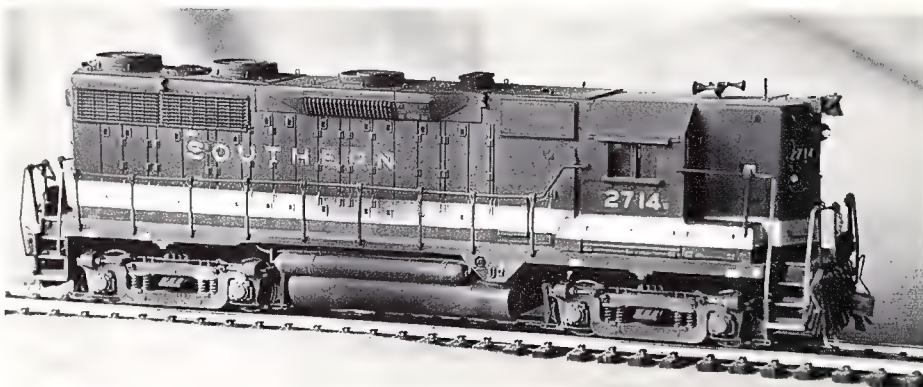
The end result of what follows is a model which, apart from the odd battery box louvre and hood door latch is nearly 100% accurate in outline, has a quality chassis and runs like a dream.

After nearly putting the whole project on ice due to lack of inspiration I hit upon the solution of using an Atlas (now ConCor) GP40 body as the basis for my scale width hood GP35. Luckily I had a spare body to hand and I also had a not quite so spare Atlas/Kato Alco C424/425 chassis available (which has the correct truck sideframes), and this too was pressed into service. Fortunately the wheelbase of both the prototype GP35 and C424/425 are within half an inch of each other, and any difference is not really noticeable in HO scale.

Examining the Atlas GP40 body against a GP35 scale drawing, I determined that the former is too long by approximately 4 scale feet, and that the location of the dynamic brake hatch/grids on the GP40 is not the same as on the GP35. Whilst both locos have ten tall doors on each side of the long hood, the GP40 has two extra short doors, though fortunately the remaining short doors are in the same location as on the GP35 thus making the kitbash easier.

My first task was to test run the Kato chassis, and once satisfied I removed both the truck and motor assemblies. Also at this stage I prised off the plastic fuel tank, and then snapped off the fuel tank bulges. Using a razor saw I removed the fuel fillers and filed all details from the by now flat sided fuel tank. In order to get the chassis to fit I removed about one-half inch off both ends using a hacksaw and filed any rough spots smooth. This was followed by re-installing both trucks and motor assembly and scribing the chassis with an arrow so that I could easily determine the front at a later stage. The completed chassis, the flat fuel tank and the fuel fillers were put safely to one side and as the fuel tank bulges were not required for this project they were placed in my 'useful bits' box thus saving them for possible future projects!

Turning my attention to the Atlas GP40 body, I removed all roof top details, and sanded this area completely flat, and also sanded all details from both pilot faces. I spotted that these locos now have cut-outs on each top corner of the pilots, presumably for ease of operating the more modern AAR type 2 coupler lift bars now fitted, and I duplicated this by filing a 1/8th inch square in the same locations on my model. I



also fabricated two plates from 0.010 inch styrene and glued these to both pilot faces. Scale bolt heads were then glued into place. I then opened up the coupler hole ready to fit Kadees and also removed the moulded drop-steps, drilling mounting holes for the MU hoses, air hoses, and coupler lift bars which were added later.

As mentioned previously the dynamic brakes are not in the same location on the GP40 as they are on the GP35, I therefore removed the dynamic brake housing on the GP40, by making vertical saw cuts at either end followed by horizontal cuts along the top of the hood doors, to remove this part. I filled the resultant gap with a dynamic brake hatch similarly removed from the spare Athearn GP35 body. However, as the Athearn model is about 12 scale inches or so too wide, I removed some 3/16" inch from along the centre-line of this hatch, also removing the dynamic brake fan at this time.

From photographs I determined that prototype Southern GP35's do not have access doors on both sides of the dynamic brake blisters whereas the Athearn ones do. Southern GP35's have one only, on the left hand side; fortunately the remedy is just a matter of sanding off the unwanted one.

Testing frequently as I went along (in order to be sure that both halves would fit the gap left by the removal of the GP40 hatch), I glued the two halves of the GP35 dynamic brake hatch together and added styrene bracing underneath to strengthen the join, using body putty along the top join to fill any slight gaps. Once dry I placed the new dynamic brake hatch on the model making sure that it was centred, and that its roof-line exactly matched the model. I glued this from underneath with liquid cement leaving to dry out thoroughly, sanding it smooth.

Using a razor saw, I removed the cab and low-hood from the model, and sanded any imperfections flat.

Both the front step onto the battery box on the right side of the model, and the rear step up to the cab door on the left side of the model

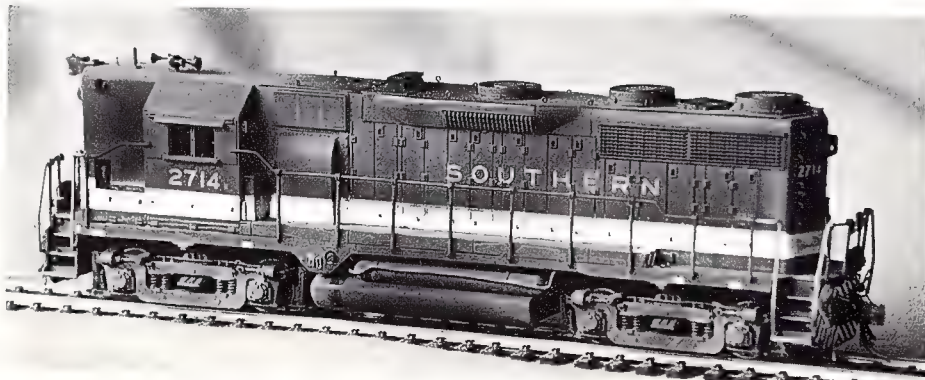
have been solidly moulded by Atlas, and as I wanted a more prototypical appearance here I cut these parts off and filled in the gaps with vertical and horizontal strips of styrene, filling in with body putty and sanding smooth once dry. I was extremely careful here, as once the cab/low hood assembly and the two steps are removed the body is very weak at these points. At a later stage I glued on strip styrene steps, and step guards salvaged from a spare Athearn GP38-2 body.

At the rear of the body I made a vertical cut completely through the body and walkways just in front of the rear edge of the seventh short door (counting back from the cab) separating the hood end from the remainder of the body. Whilst this part was separate I went ahead and chiselled off the moulded grab irons and drilled 1/64th inch holes ready to accept pre-formed wire grab irons at a later stage. As I intended to fit MV lenses now was also the time to drill indentations in the middle of the moulded classification lights although I did not fit these at this stage.

Moving forward two doors, I made another vertical cut right through the body and walkways just behind the leading edge of the sixth short door, completely separating the sixth and seventh short doors from the body. As intended I was now left with ten tall doors and five shorter doors on either side of the long hood, and whilst the latches and hinges on some of these short doors are not a perfect match for the GP35 Phase 1 and that I am modelling I feel that they are close enough to pass muster in HO scale.

My next step was to sand back both the body and the still separated hood end to the moulded-in hood door lines I had so carefully preserved and left behind when making my vertical razor saw cuts, being especially careful to keep my sanding perfectly vertical, frequently testing both parts for fit as I went along, although they were not glued together at this stage.

Again using my razor saw, I made two horizontal cuts on each radiator intake grille,



just removing the radiator grille baffles, leaving the radiator lip behind on the model at this stage. Making several vertical passes with a sharp pointed knife at the end nearest the cab I then snapped this part out; I also removed any radiator baffling from the still separate hood end. Now was the time to sand off the remaining radiator detailing, being careful not to remove any detail from the hood doors in the process.

I also removed the inertial filter screens from the front of the long hood at this time using a chisel blade followed by sanding. I cut off the moulded air tanks from underneath the walkways, and carved off the moulded lips around the stanchion mounting holes, sanding these flat with the side sills. The jacking pads were also removed at this time.

For appearance's sake, the moulded-on access door and bolted access hatch were replaced with the appropriate Cannon parts (No. 1008). The leading edge of the new door should line up with the leading edge of the door you have just carved off — so mark its position beforehand!

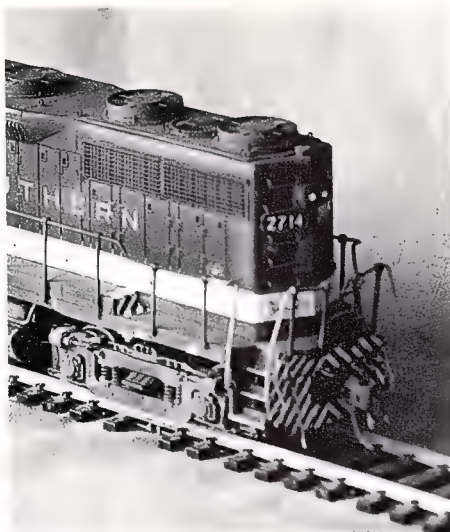
I temporarily joined the hood end to the remainder of the body holding them together with elastic bands and measured the distance from pilot face to pilot face; this should work out at a scale 51 feet (178.5mm in HO scale). Unfortunately it did not and I had to add Evergreen 3×2 inch styrene strips (with the 3 inch side facing out) as a spacer in order to get to the correct length. Once satisfied, I glued both parts together with liquid glue, still using elastic bands to hold everything together, I also glued reinforcing strips of styrene on the inside of the join but left some room here for the chassis to fit as clearances are tight in this area. Everything was set to one side to dry overnight. Finally, I used body putty to fill in any slight cracks, and sanded that flat when it was dry.

Before any more work commenced on the body, I tried the chassis in place to ensure that it fitted correctly and that the trucks could also turn without any restrictions, I did have to file some plastic off the truck mounting clips and also from the rear coupler mounting pad on the body before everything was satisfactory.

The eagle-eyed amongst you will no doubt have spotted that the fuel tank was left flat sided whereas it should naturally have the characteristic early style EMD bulge. Ever looking for the easy option, I tried to obtain a spare fuel tank from the Bachmann/Spectrum GP30 which is a dead ringer for the Phase 1 GP35, but alas Bachmann were unable to supply one. My feeble attempts to fabricate one from sheet styrene proved unsuccessful and I therefore opted to use one cut from a spare Athearn GP35 chassis, cutting both bulges only from inside the chassis and filing the chassis walls down to meet the bulges. Using this fuel tank not only gave me the benefit of correctly contoured bulges, but also added some much needed weight to the model. The screwdriver slots were filled in with scrap styrene and body putty which was sanded smooth when dry. After some tidying up with files these were then cemented to the Atlas fuel tank sides with superglue and I also fixed on Detail Associates No. 3201 air tanks with the same adhesive. When everything was dry I fabricated the typical GP35 air tank piping from thin electrical wiring.

Phase 1 GP35's have deeper side sills than the model GP40 although they do have the same profile. I used Evergreen 3×2 inch styrene strips to deepen the centre raised portion of the side sill and 3×1 inch to deepen the outer lower portions. Also at this time I used styrene rods to fill in all stanchion mounting holes on the side sills only, sanding them flush with the sills when dry and using body putty to fill in any slight gaps that remained.

For the cab I used one salvaged from a spare



Athearn GP38-2, cutting out the middle front windshields, removing the number boards and also filing off the cab roof overhang at the rear and the smaller overhang above the cab front door. I also sanded off the oval air vent found on the right side of the cab. Once everything had been tidied up, I offered up the cab to the body and with some minor adjustments this was cemented in place. When dry I sanded off the top rain strip from both sides and rounded this part of the roof somewhat for a more prototypical look.

A previously assembled Cannon No. 1101 high-hood was also offered up, and again after some minor adjustments, this too was cemented in place. I took care to follow the kit instructions regarding the correct right-hand side to be used and also did not forget to add the chemical filler to the other side. Prior to assembly I drilled all the grab iron location holes with a 1/64th inch bit in my pin vice, and also removed the locating pin for the sand filler hatch on the hood top ready to install a Details West No. 135 high-hood bell later. The cab steps and step-guards mentioned previously were fitted at this time.

With some minor filing of the holes left by the removal of the GP40 radiator screens the Cannon radiator No. 1402 and inertial filter No. 1302 screens were cemented in place, being careful not to slop too much liquid styrene cement about as I did not want to ruin the rather delicate moulding on these parts.

The prototype Phase 1 GP35 has fuel filler shrouds similar in appearance to those on the GP30, and fortunately I had a spare Bachmann GP30 body to hand which supplied those parts. I cut them flush with the walkway and after some filing fitted them to the model in the correct location, having drilled out the fuel fillers which are rather spartan in appearance and then cemented the fuel fillers previously removed from the C424/5 fuel tank into the hole for a better appearance.

The GP30 also supplied a 1/8th inch portion of raised walkway to lengthen the GP35's right-hand walkway (the prototype GP35 has a longer raised walkway than the GP40).

GP35 jacking pads are similar in appearance to those found on the Athearn GP38-2 so once again my spare GP38-2 yielded up those parts, although they were reduced in depth before cementing them to the model.

Roof panels were cut from 0.010 inch sheet styrene, noting that the front panels are a touch wider than the rear one. These were glued in place with liquid styrene cement from inside the model. As I do not possess a riveting tool and as my attempts to apply rivets with a pin failed miserably, these panels are totally bereft of any, which is a shame as this would add con-

siderably to the overall appearance of the finished model. However, I did console myself with the thought that at anything over 18 inches or so these rivets would be practically invisible to the naked eye!

I used Detail Associates 48 inch No. 2004 cooling and No. 2003 dynamic brake fans, cementing them in place with superglue so as not to distort the rather flimsy plastic used for the panels. The Southern GP35's 36 inch cooling fan is the so-called capped variety not the flat topped style used by most other roads. I used DA No. 2005 centred between the two larger cooling fans, and again superglued it in place.

The larger front roof panel has a vent which I removed from a scrap body. After flattening it out (it tended to curl when being removed) and trimming, it was superglued in place, 9/16th inch back from the front edge of the panel and to the left of the centre line.

The exhaust stack stumped me for a while as no suitable stacks are available in HO scale, not even on RTR models. What I came up with eventually was to utilise a DA No. 2403 GP20 stack filing the grille from the top and cutting off the bottom mounting tab. I then thickened all four sloping sides with bits of 0.010 inch styrene cut to shape. For the overhanging exhaust stack grille I used the exhaust stack removed from the aforementioned spare Bachmann GP30, thinning it somewhat from underneath on the now modified GP20 stack. This too was superglued in place on the second roof panel, centred from side to side but just a touch to the rear.

When the whole assembly had dried I then drilled thirteen 1/64th inch holes for the lift rings and another two for the curved grab behind the rearmost 48 inch cooling fan. All the lift rings (DA No. 2205) and the curved grab (DA No. 6503) were cemented in place at this time.

Moving forward to the high-hood I cemented a 1/16 inch square of 0.010 inch styrene 1/2 inch back from the point and centred on the roof line. This is the mounting base for the firecracker-type antenna. I do not use commercially available firecrackers as I tend to find that they are too thick in appearance; instead I make from the shanks of previously broken 1/64th inch drill bits (I hoard all sorts of odd items!) using the insulation from flexible wiring for the thicker part. A touch of superglue holds it all together. When the base dried, I drilled a hole through the centre and cemented my home-made firecracker into this.

I then drilled a hole just forward of the cab ready to accept the horn. I used a Utah Pacific No. 60, which is the closest ready-made horn that I could find to the Southern GP35's five-chime cluster. I did make numerous abortive attempts to assemble a DA No. 1602 horn, which would have been a lot closer in appearance to the real thing, but gave it up when I was very nearly carted away by men in long white coats. I swear that this kit is a left-over from the Spanish Inquisition — left alone for any length of time trying unsuccessfully to assemble this little devil and I would confess to practically anything!

Following on from that I superglued the hood mounted bell in place and also the sand filler hatch (left over from the Cannon high-hood kit) on a short piece of suitable styrene rod in place at the rear end of the long hood. The front number boards were filled in with strips of 0.010 inch styrene as I do not usually light my models and therefore the clear glazing supplied with the high-hood kit was not needed. Similarly, the rear number boards were filled in with the clear boards supplied with the Atlas GP40 model, although I did first snap off the lenses and filed the number boards smooth.

All the DA No. 2202 grab irons were next inserted into the previously drilled holes and all but the lower two on each of the left side of the hood ends were cemented in place: these four would have interfered with decal placement, so they were left until later.

Southern GP35's have three walkway safety lights high on the hood sides, two mounted on the left side of the long hood and the other placed near the front of the right side of the short high-hood. I made mine by cutting off the stems from Details West No. 172 step lights and drilling a 1/64th inch hole at right angles through the light. Mounting pins again taken from broken shanks of thin drill bits were cemented in place and the front faces of the lights filed smooth after the superglue had dried. I then drilled 1/64th inch holes into the loco body, one located just above and centred on the left rear radiator grille, another one on the same side just in front of the dynamic brake blister, whilst the third and final one was drilled on the right side of the short high-hood about 1/8th inch back from the leading edge. The mounting pins were inserted through these holes so that the light itself was just proud of but not quite touching the body, and the pins were then superglued from inside the body. When the individual lights were set I cemented small strips of styrene to their tops, butting up to the body sides, to represent brackets.

Strips of 0.010 inch styrene with their outer edges chamfered from underneath (thus making them appear thinner than they actually were) were next glued in place above both cab side windows, to represent sun shades.

I drilled all the necessary holes into the side sills ready to accept handrail stanchions. I used an Athearn GP35 handrail set, although for the left front handrail I had to pinch a spare

Athearn GP38-2 item (this being of the correct appearance whereas the Athearn GP35 item is not). Although some minor bending of these handrails was called for they did fit without undue effort, for which I am eternally grateful! Placing all handrails in their correct locations I superglued the tops of the stanchions only to the handrails after making sure that they were perfectly vertical, and left the handrails in place for the moment. The appropriate DA No. 1402 drop steps and DA No. 1503 MU boxes were next cemented in place at each end of the loco, as were pilot/coupler buffer plates cut down from DW items.

The now completed loco body was thoroughly scrubbed in warm soapy water to remove all traces of dust and skin oils, then rinsed in clear running water and allowed to dry before painting and decalling began.

I finished the model in Southern's classic black and light grey (which quickly faded to off-white) with 'gold' lettering, of course the unit could also be finished in the newer Norfolk Southern 'Thoroughbred' colours of black and white.

I hate masking, and avoid it wherever possible. Luckily for me, the paint scheme for this model is fairly straightforward and the white band can be put on with cut-down white decal sheeting, thus making life that much easier.

I therefore commenced by airbrushing several light coats of Humbrol gloss black enamel paint reduced with a touch of white (to remove the starkness of the black) thinned by about 50% with car paint thinners (cellulose). When I was satisfied with the finish I placed the model in a dust-free environment to dry out.

Then I airbrushed several light coats of dirty black paint (mixed from very dark grey with dark earth and a touch of yellow added) to the

underframe (protecting the gear towers and motor/flywheel assemblies from overspray), including the fuel tank and the truck sideframes. This too was placed in a safe place to dry.

Note that I did not remove the handrails nor the four grab irons that had been left unglued in place before airbrushing the model, I prefer to airbrush them at the same time as the model and in situ. I left my model for about a week for the paint to thoroughly harden and only then did I remove the handrails and loose grab irons before starting to decal.

I decalled the model using Microscale decals throughout, including the white band which I cut from a solid white decal sheet. Microscale sheet No. 87-32 will supply all of the remainder of the lettering, numbers and 'gold' band which is required. The white band is 7/64ths inch wide and once that was correctly in place and dry the gold band was then put in place immediately above and touching the white band. Following normal precautions to allow the decals on each side to dry first before decalling the other side, the remaining decals were also put in place, including those on the number boards and the barricade stripes on both pilot faces, along with data panels. Be aware that the short hood is considered the front on these units and therefore place the small 'F' accordingly. I used Solvaset throughout the decalling process in order to get the decals to correctly follow all of the contours on the model. Any trapped air bubbles were pricked with a sharp pin and more decal setting solution was applied as necessary.

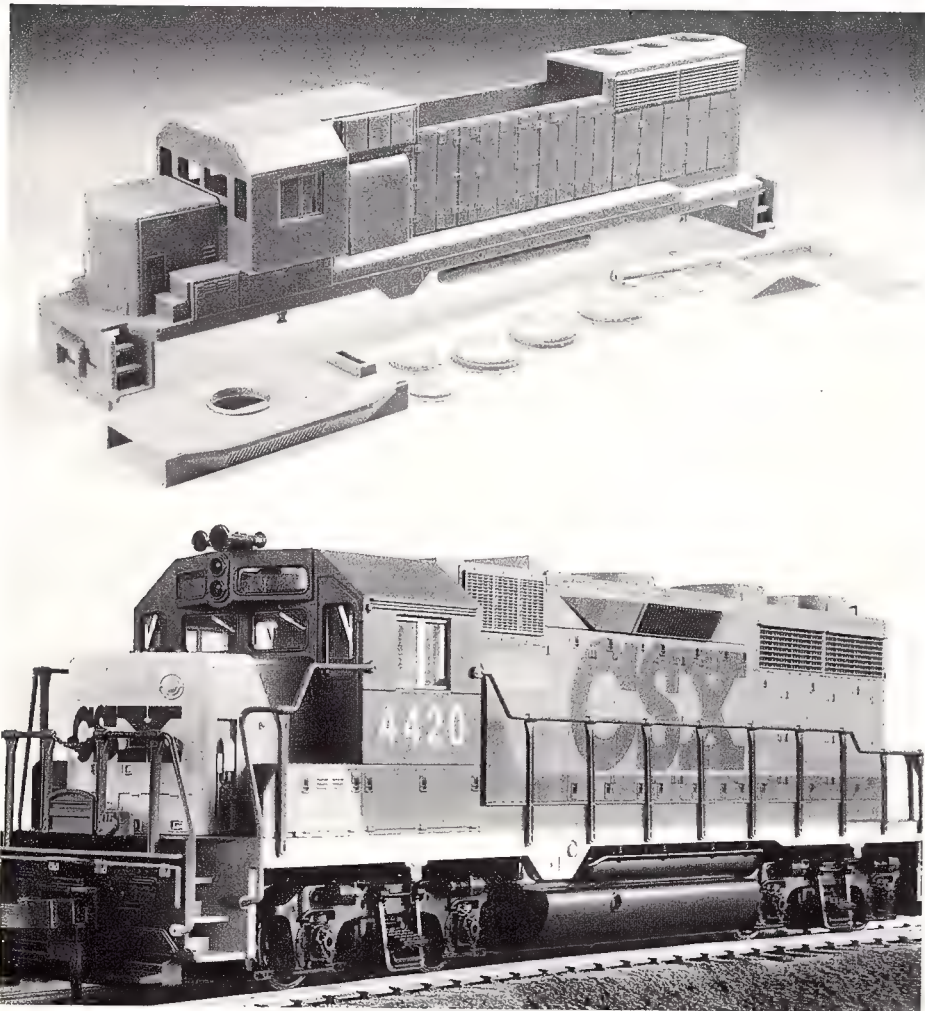
After the decals had completely dried, any residue was washed off and the model allowed to dry before I airbrushed a coat of my favourite varnish over the shell. Once that had dried I added MU hoses, previously painted coupler lift bars and Kadee No. 7's to the model. The previously removed grab irons were superglued in place, as were the handrail assemblies. Any paint imperfections were touched up with the correct colour, using a brush.

The outer ends of the handrails were hand painted yellow, as were all step edges and the outer ends of the DA No. 2212 coupler lift bars. The MU junction box covers were touched in with red paint, as were the fuel fillers and fuel sight gauges. As a final touch the ends of all the MU hoses were touched in with silver, as were all eight operating arms of the truck-mounted brake cylinders.

The model was then fairly heavily weathered with grime and soot (it's just due to be shipped to receive the newer NS colours) and all fan and body grilles got a coat of heavily thinned dark grey to show them up against the basically stark black body. Lastly, appropriate MV No. 19 headlight and No. 22 classification lenses were cemented in place using white glue, and the cab windows were snapped back in place.

Well, there you have it — one scale width, high-hood GP35. Was it worth the effort? Apart from the odd moment when the whole assembly was in danger of being heavily stamped upon, I have to answer truthfully that indeed it was. The model both looks good and runs well, and (more to the point) I had fun and the satisfaction of meeting the challenge. What more could a modeller ask?

Of course, no sooner had I finished the conversion than Rail Power Products brought out a scale width GP35 body shell kit (see CM June p. 234). More recently, Kato have produced the GP35 in HO scale (see CM September p. 353). Either of these bodies would provide a simpler and more accurate starting point for the high-hood conversion, but that part of the procedure would still be much as described above, so all my efforts have not been completely in vain.



Alternatives for the conversion: Rail Power body shell (top) and the new Kato model (above).



Paintings do not often feature in our pages, but we were particularly impressed by the American railroad art of NMRA member Tom Winlow. Whilst working on the HO scale Eagle River subdivision of the Denver & Rio Grande Western, Tom has each year painted a suitable view to use for his own Christmas cards. Paintings have also been done for friends, and Tom was recently commissioned to create a cover illustration for an American book publisher. He now has a considerable portfolio of steam and diesel subjects, and is exploring the possibility of producing greetings cards or notelets, and perhaps even posters and prints, if there were sufficient demand. Special commissions for original paintings may also be accepted. Watch this space for developments, but in the meanwhile Tom can be contacted care of the CM office.



European rolling stock — 1

Standard Rs bogie flat

by Benno Wiesmüller

Photographs as credited

THE TYPE Rs four axle flat wagon is a standard UIC design which was built between 1955 and the mid-1960's. It has seen service with the DB (Germany), the SNCF (France), the FS (Italy), and the NS (Holland). The DB built more than 5,500 of these wagons, classified as 'SSlmas 53'. The NS had only 80, originally coded 'S-HTS'. Some 800 of these wagons were built for the SNCF. Since 1965, all the railway administrations have used the standard Rs name, and computer numbers.

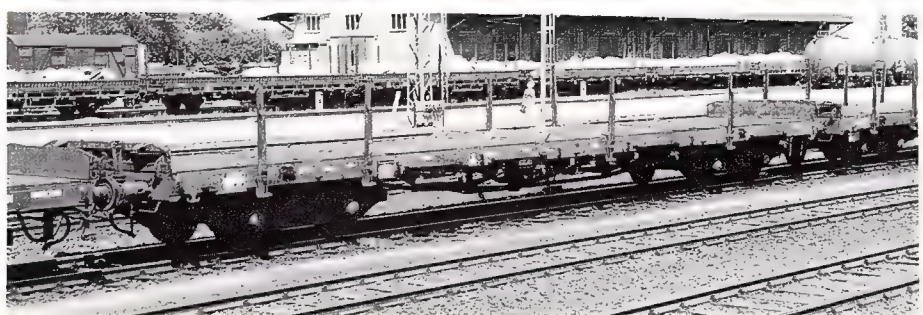
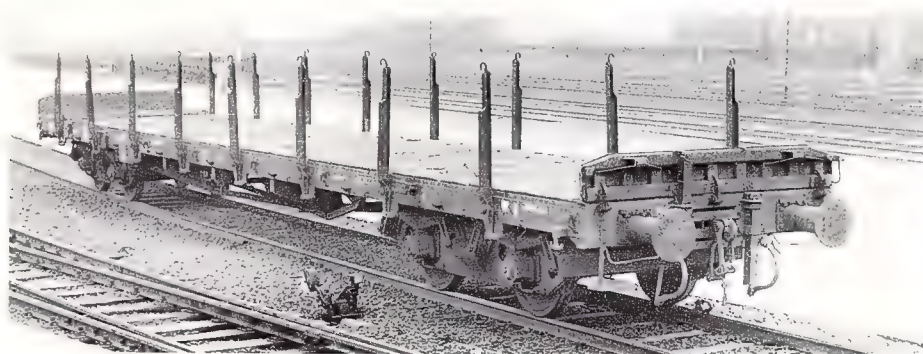
At first glance, the most obvious difference between the various national versions is simply the different livery.

Märklin offer a model of the German version. It runs well and is stable in operation, and cor-

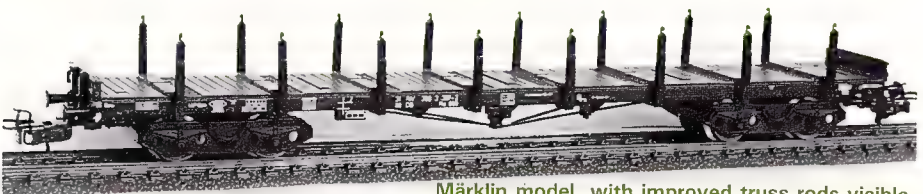
responds well in appearance and principal dimensions to the prototype; only the truss rods are not so good.

It is easy to change this German wagon into the Dutch version. The colour is the same; only the lettering needs a few changes — for example, the country code in the wagon number needs altering from 80 for the DB to 84 for the NS.

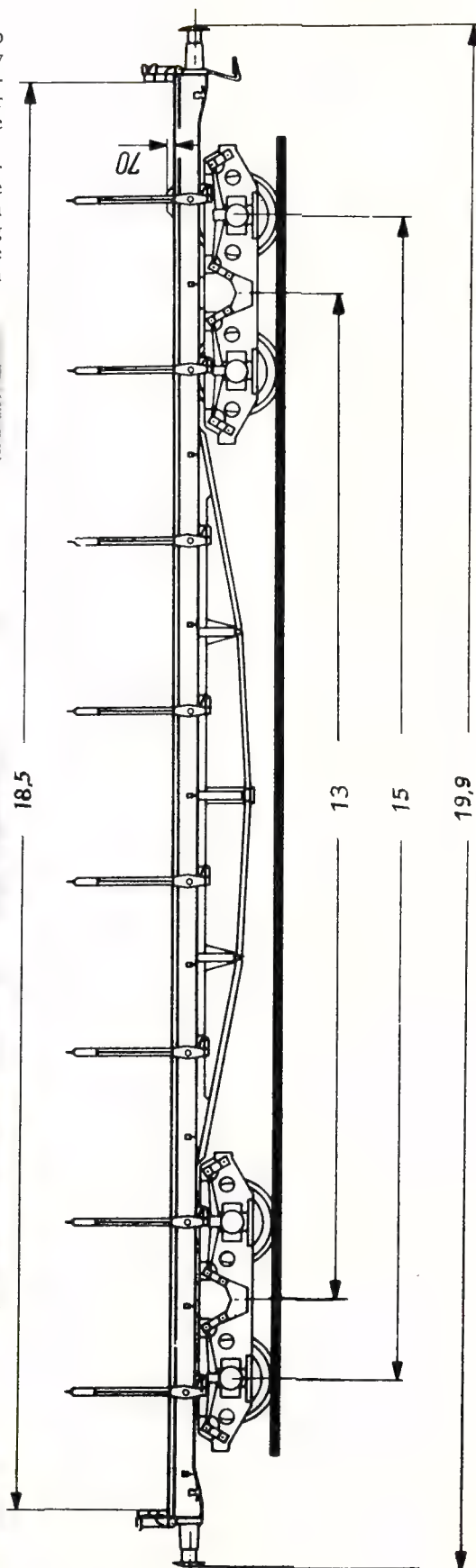
The Italian and French versions need slightly more work. Both are painted red brown, the French wagon all over and the Italian just on the frame (i.e. not the decking). The lettering must also be changed as appropriate, and the French version is fitted with spoked rather than disc wheels.

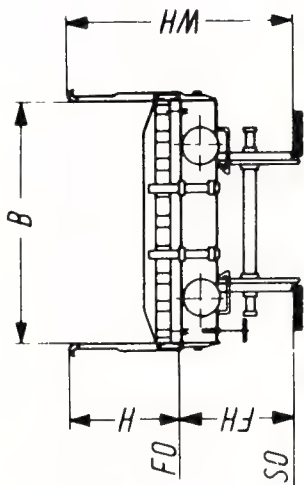


Rs bogie flats, from top: DB-owned vehicle (Märklin prototype); same type in FS (Italian) ownership; SNCF (also CFL — Luxembourg) wagon with red solebars.

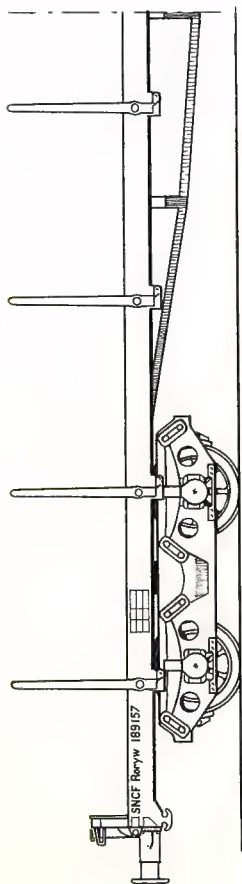


Märklin model, with improved truss rods visible.





Akten Vohwinkel is a large HO scale layout following contemporary DB practice, built by the Western MRS. It will be featured in CM soon, and is scheduled to appear at the Warley exhibition, Harry Mitchell Centre, Broomfield, Smethwick, Warley, West Midlands on the 3rd and 4th October. Photographs: PECO Studio.



DB (above) and SNCF (below) Rs drawings reproduced to HO scale.



Railways of Spain, home of Expo '92 at Seville. Clockwise from top left V200-esque diesel at Pancorbo in 1968 (Photograph: Jim Winkley); Japanese-built 269 Class electric with Talgo stock at Madrid Atocha (J. M. Tolson); Class 597 'TER' dmu at Madrid Chamartin (J. M. Tolson); and 333 Class diesels at Miranda del Ebro (Jim Winkley).





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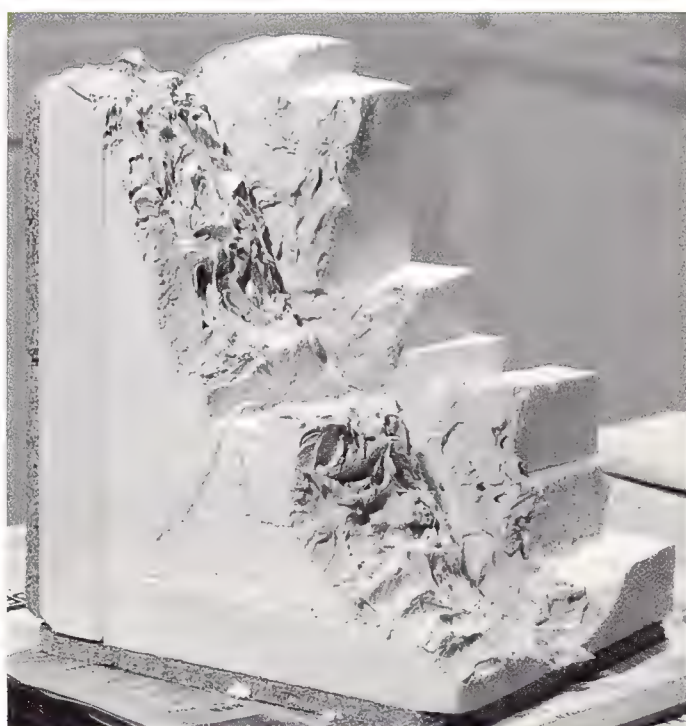


Model railway scenics

Realistic rockwork using polystyrene and Polyfilla®

by David Angell

Photographs by the author



1. *Left*: the scenery base is formed from polystyrene foam blocks, glued together with white PVA adhesive and left for 48 hours to set. The shape is then carved with an old bread knife: be warned — this stage is messy! Vacuum up the surplus so that all is tidy for the next stage. 2. *Right*: the filler is mixed to a semi-thick consistency like that of whipped cream, not too watery, and applied directly to the polystyrene surface with an old broad-bladed knife.



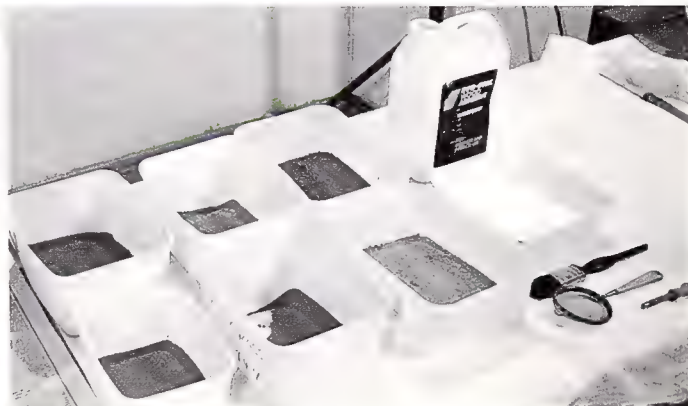
3. *Left*: dip an old 1"-1½" paint brush into clean water and, all the time working down from the top to the base, stipple the filler surface. Do not repeat this stage as the clean water has a second chemical reaction on the surface of the plaster, creating more corrugations which assist the realistic impression. 4. *Right*: the resulting effect, still wet, should look something like this. Leave for about 48 hours until thoroughly dry.



5. When the filler is dry, the next stage is basic colouring. Use powder and flat emulsion paints, and choose hues appropriate for the terrain you are modelling.



6. Using a very dilute wash for the underlying rock colour, start from the top, and let it run down the surface of the landscape. Follow this with a dilute coat of earth colour to form a base for the next stage.



8. Ground cover is made with natural sand or earth (here, brown, red/brown, and yellow), overlaid with commercial scatter materials (in this case, earth, light green, and dark green).



7. After using diluted black and brown water-based paints to highlight the underlying rock, the landscape is ready for the application of some surface texture.



9. The surface of the landscape is coated with white PVA diluted 40:1, and the ground cover materials are dusted on using a small sieve. Commercially available foliage is attached with dabs of neat glue.



Two-truck Shay No. 5 hauls empty log bunks through the covered bridge.

Old time western railroading in HO The Oregon Railroad & Navigation Co.



Steamer *Nellie Peck* at Cascade.

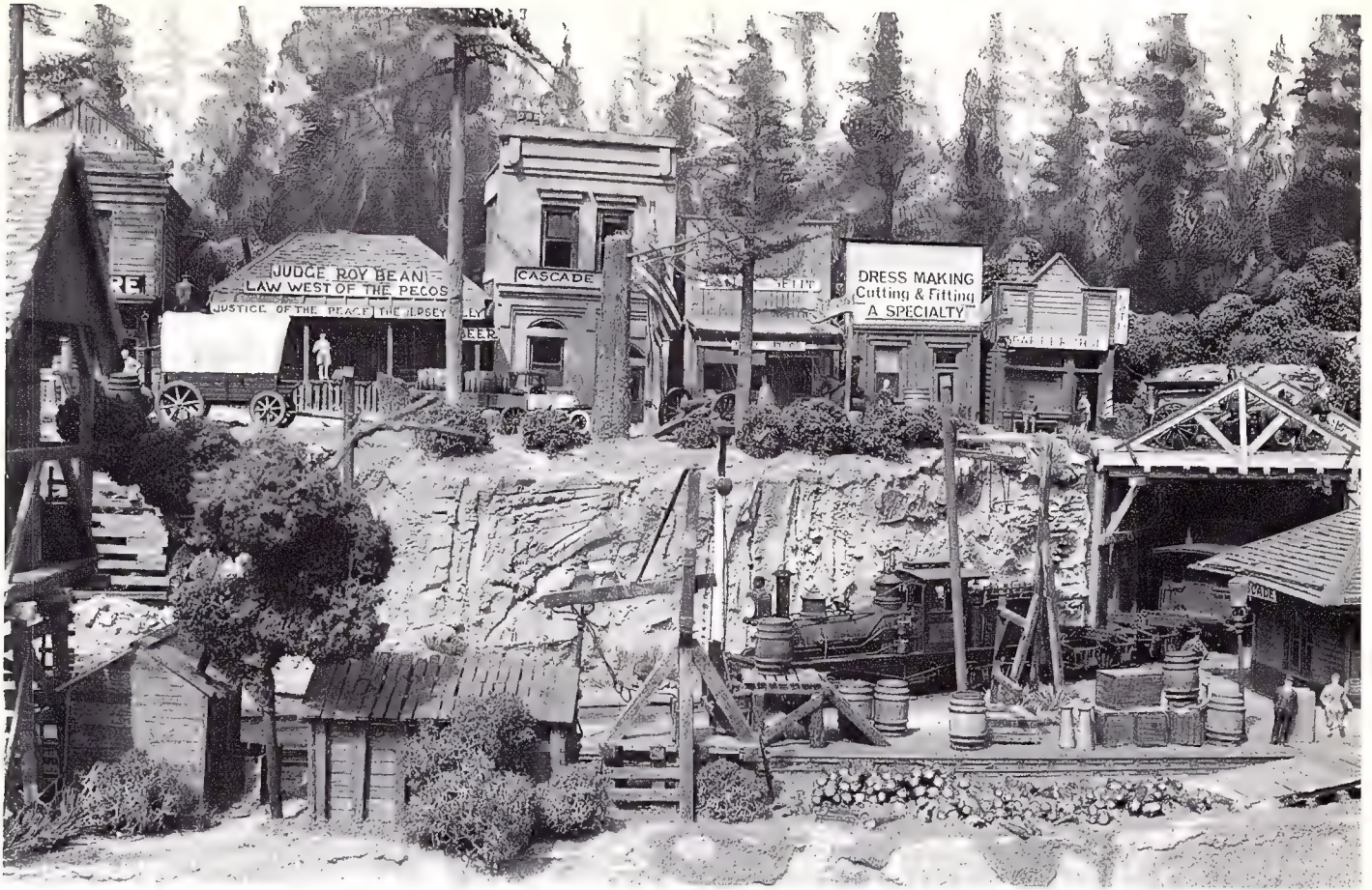
by Roy Ashby

Photographs by PECO Studio

MY IDEA for the Oregon Railroad & Navigation Co. came initially from a layout called Puget Sound which was featured in the *Model Railroader* some time way back in the 1960's. I had always liked the look of it, and when my friend Bob Vickery suggested that I should build a portable HO scale American layout for the Folkestone MRC's 1981 exhibition, I went back to the plan of Puget Sound. My layout, however, differed significantly in that it was set in a much earlier period, 1880-1900. It is based on the early railroad and riverboat connections around Cascade on the Columbia River in Oregon, and includes a little of one of the region's principal industries, logging.

I started with an eight foot section (at the left on the plan) with just the run round and siding, and the layout has just grown over the years! There are now five boards, which bolt together to form a total area of 18'x6', including the storage sidings. Baseboard construction is conventional, 2"x1" timber for the frame with softboard to support the track and scenery.

The ground formation and rockwork is made of plaster of paris. The basic shape is given with a thin layer of plaster over screwed up thick brown paper. When this is dry, the contours are built up with thicker layers of plaster and the rockwork carved as required. All colouring was done with artists oil paints, diluted as necessary with white spirit.



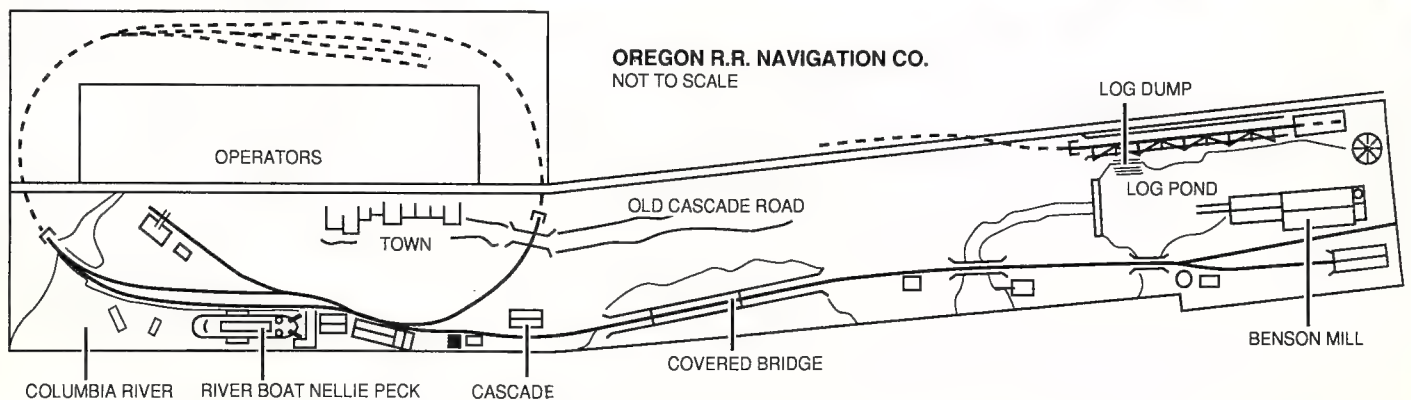
Shay passing the passenger depot at Cascade: townsfolk await the midday service to Portland.

The bushes are made from lichen, further coloured with a dark green spray paint. The trees have attracted particularly favourable comments. They start with a suitable length of balsa about $\frac{1}{2}$ " square, which is carved into the shape of the trunk, and then scored with an old steak knife to give a realistic impression of the bark. The trunk is then stained with a mixture of black and white paints. When this is dry the branches are added. They are made of individual pieces of asparagus fern foliage, which is sold by florists for flower arranging. Suitable sections are selected and trimmed, and these 'branches' are stuck into holes made in the trunk with a pin. They are then sprayed dark green which not only gives the right evergreen colour but also preserves them: to the surprise of many enquirers, I have never done anything else to preserve these natural items from decay, and some of the trees have been on the layout for over ten years now with no deterioration other than wear and tear in transit.

The water, often commented on by viewers, is just varnish floated over a plaster base which has been painted with blacks, browns and dark greens. The depth is built up gradually, and



Approaching the creek bridge with tanks is a Heisler.





Broadside of the paddle steamer *Nellie Peck* at the landing stage in Cascade.

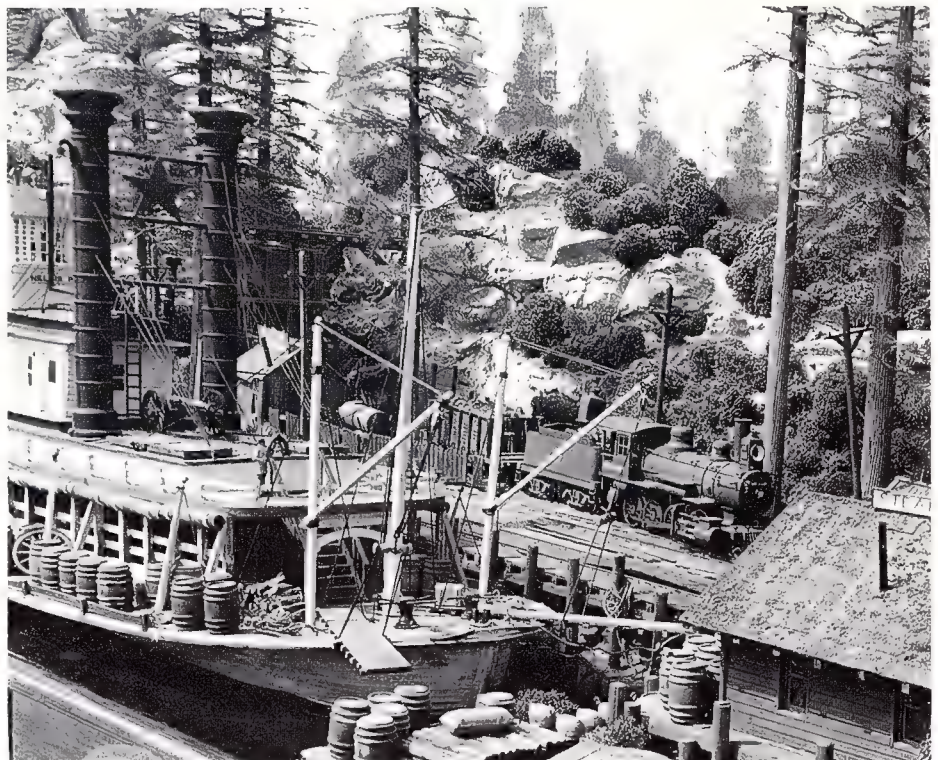
there is a layer almost $\frac{1}{2}$ " thick were the riverboat is docked.

Some of the buildings and structures have been copied from photos of real buildings, while others are just my idea of how they should be to suit the model location. They are all scratchbuilt from card and balsa. Some of the roofs have shingles, which are made of lining paper and individually applied with white latex glue: it takes a long time but the result is worth it.

The riverboat 'Nellie Peck' is made the same way, with a few plastic accessories. It was 'launched' while the varnish was still wet to allow the model to sit properly in the water.

Locomotives and rolling stock are a collection of brass imports, ready to run items, and plastic kits, which have been accumulated over the years. All have had little details added, and have been painted and weathered to give character.

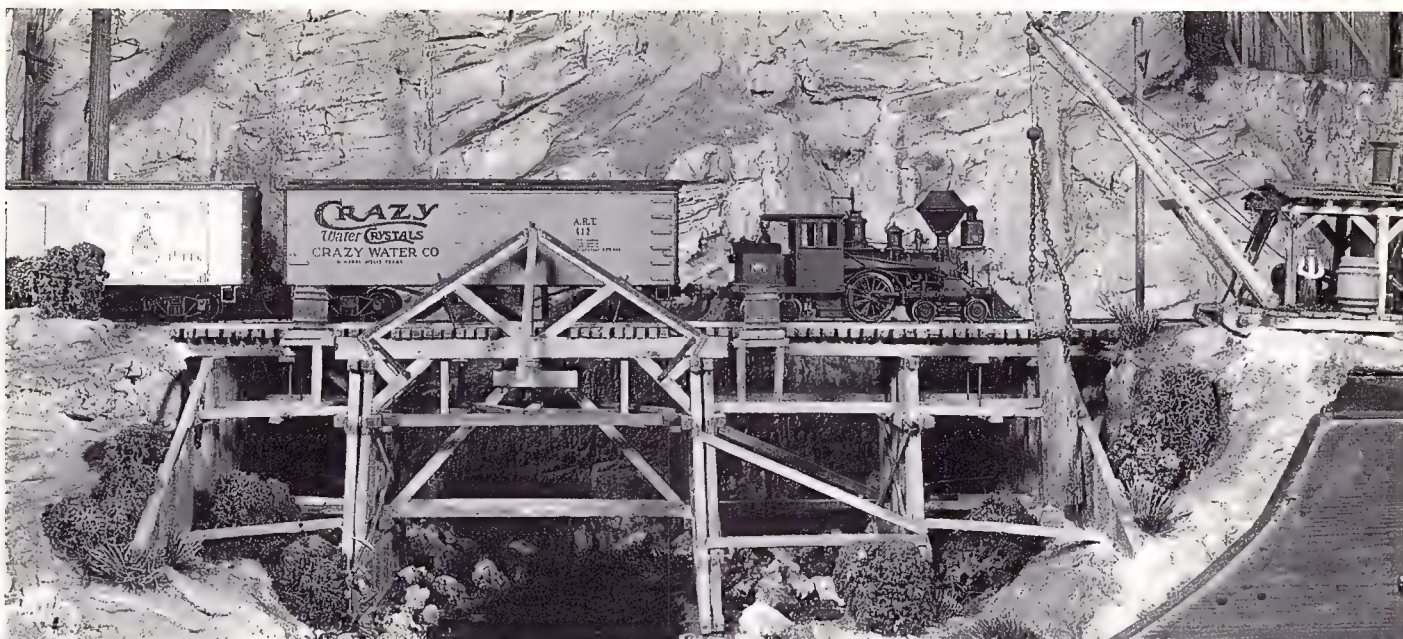
As you can see from the very good photographs which Len Weal has taken, scenery is my first love rather than operation. The track plan was deliberately kept simple. The track itself is SMP: I know it is not truly American, but the rail (the lightest on the market when I started) looks nice and the sleepers are not really noticed when buried in the ballast. The electrics are also very simple: there are three basic sections, powered through a cab control arrangement by Scalespeed controllers.



2-8-0 on the mining company's spur.



Busy day in Cascade as the army arrives in town.



4-2-4 No. 1 crosses Mill Creek with a pair of reefers.

I have been pleased to hear viewers at exhibitions say that the layout looks like a three dimensional picture, which is exactly what I was trying to achieve.

Now, just a few words of thanks. Firstly, to my wife Mary, who always helps at exhibitions,

and has put up with the house being full of railroad gear for the past 32 years! Also to my son, for the accompanying track plan, and for his artistic advice (even when I ignore it!). The layout will always provide fond memories of my father, who helped me run it up to 1984.

The layout will be shown again on 3rd and 4th October this year at the Folkestone MRC's 25th anniversary exhibition. Do come and see it, and feel free to chat: I must admit that I find talking much easier than writing about my modelling!



Vertical boilered Climax (top) and Shay (below) at work in the Benson logging camp.

Locomotives of New South Wales

The 47 Class

The prototype

The 47 class locomotives were built by A. Goninan of Newcastle, NSW, to an order placed in August 1971 for 20 units for branch line and general service. Delivered during 1972 and 1973, they were intended to replace the final steam locos still in use in New South Wales, the AD60 Garratts, Standard Goods 2-8-0's and 59 class Mikados on the Hunter Valley coal trains to Port Waratah.

The 47 class introduced to New South Wales AC/DC transmission, that is, power generated as alternating current rectified to direct current for the traction motors, with sophisticated electronic controls. The generator design offered inherently lower weight and more robust construction with simpler maintenance. They were also the first NSW loco to be designed and built to metric specifications. The rail use of a Caterpillar diesel engine was another novel feature. The cab boasted unusually large windows, and had doors opening to the side rather than onto the walkways. It was insulated for noise and heat, with both heating and force ventilation.

The design was the result of co-operation between Goninan and Hitachi of Japan, who supplied the electrical equipment. Up to this time, the manufacture of diesels for the NSW railways had been dominated by Clyde Engineering, building General Motors/Electro Motive Division product under licence, and A. E. Goodwin, who held the Alco franchise. It is thought that when the railway administration called for tenders they expected to get a '491' class from Clyde, an uprated version of the proven 49, with a 1000hp 645E engine and perhaps a low nose like the later production VR T class. But Clyde had decided to move their manufacturing plant to South Australia, and although a tender was apparently prepared, top



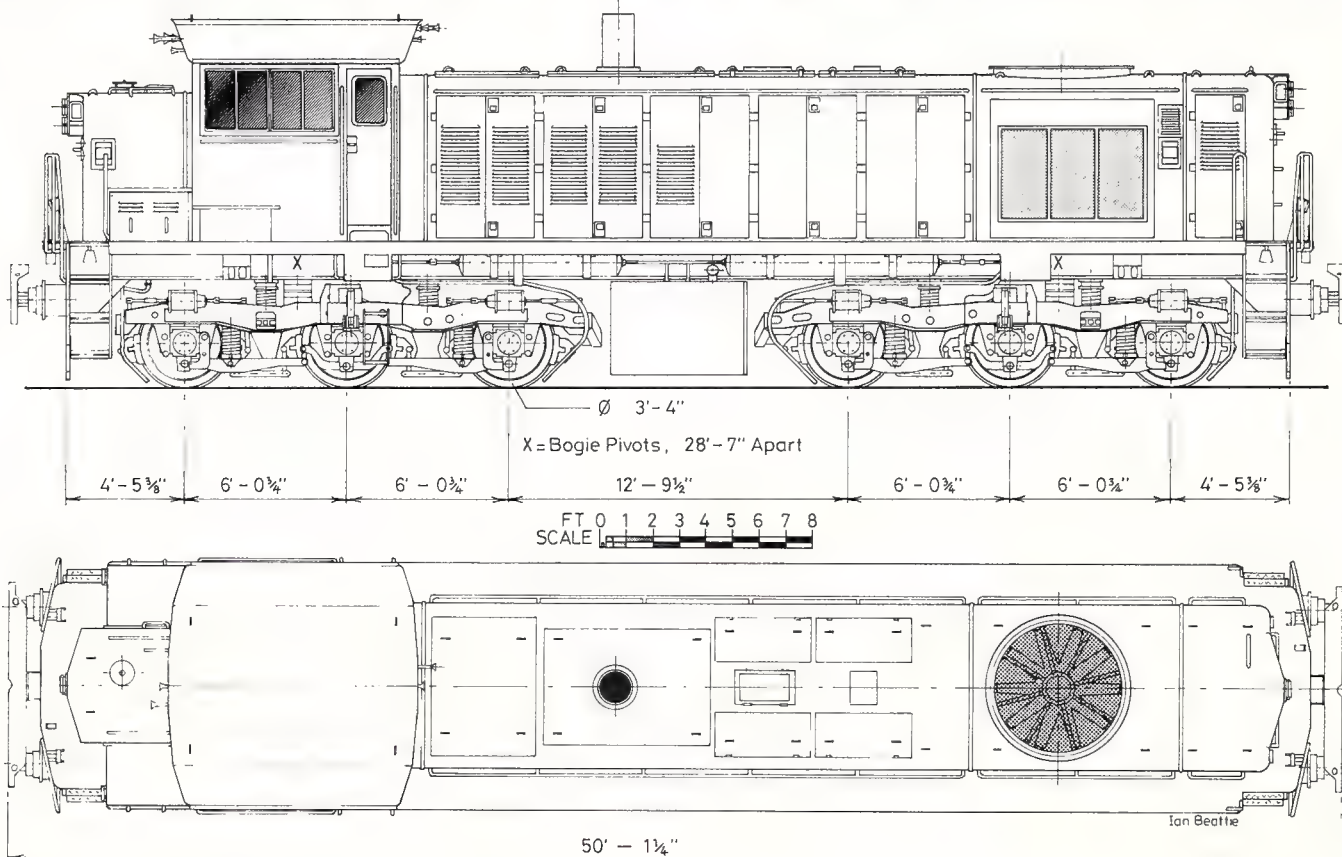
4713 & 4706 approaching Port Waratah with BHP CXD coal hoppers. Photo: Joe Hodyl.



4717 (with graffiti!) stabled at Broadmeadow turntable, May 1990. Photo: Joe Hodyl.

level management declined to submit it, refusing to be influenced by the political inducement to retain the Granville, NSW factory that the order represented. Goodwin's were at the time so busy with large locos for the independent mining lines in West Australia that they were unable to produce another twenty 48 class (either off the peg or improved) in anything like the time required: So Goninan, probably to their own surprise, got the order.

They fell down on the detail design and modifications for local conditions. For example, the drive shaft to the compressor and on to the cooling fan was designed for maximum power at top engine speed, whereas in fact the most stress is at low speed where the power is less but the torque greater; failures in this area inevitably resulted. Cooling in general was a separate problem, with many cylinder head failures, particularly during their early service in the west. It may be that the specification was adequate for use in the coastal areas for which the locos were supposedly planned, but it did not stand up to the higher ambient temperatures of the western plains. It was

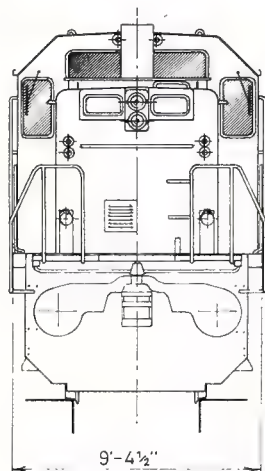




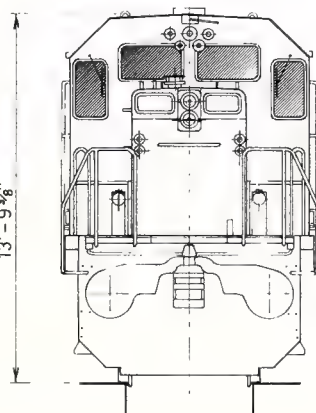
4717 and 4865 at Port Waratah having brought coal for BHP from Redhead colliery. Photo: Joe Hodyl.



Above: dereliction — 4711 and 4707 on the scrap line at Broadmeadow. Photo: Joe Hodyl. Below: preservation — 4701 and 4708 at Delec, Sydney, July 1991, en route to the Lachlan Valley Railway. Photos: Peter Clark.



9'-4 1/2"



13'-9 3/8"



4706 at Broadmeadow depot. Note the large end numbers, small white cabside logo, and white surround to the headlights. Photo: Joe Hodyl.

perhaps short-sighted to construct machines that could not be used right across the state.

By the time they were ordered, it should also have been apparent that the 47's would be too small for the future needs of the system. They were always mechanical and electrical 'orphans', and disliked by servicing staff for the complexity of the control gear, though they were popular with the crews for the cab design, quiet running, and good ride. For enthusiasts they provided interesting variety.

The 47 class started their working lives allocated to Bathurst in the west. After attention to the cooling problem, including altering the radiator pipework, arranging for the fan to run continuously, and allowing the hood hatches to be fixed open when running to increase air flow, they gave useful service. But by 1981 reliability problems were becoming apparent and the class were progressively transferred back to Broadmeadow where maintenance facilities were closer at hand. They were used on the coal traffic for which they had been intended, releasing other locos for general use, but they were still troublesome, and with loads declining (the wheat harvest was drought affected) and the arrival of the powerful new 81 class, by mid-1983 the majority of the 47's were placed in store. Subsequent increases in traffic saw them selectively returned to service. They were particularly useful on the roughly laid colliery branches, often leading one or more 48 class units.

The class were delivered in indian red livery with a simple broad yellow body stripe, another new feature. Some units gained silver cab roofs as a protection against the fierce western sun. In the 'eighties, most of the class received the candy colour scheme, with the exception of 4711, 4713, 4715, 4716 and 4719, which retained the original livery until withdrawn.

Apart from minor livery variations (position and size of numbers, colour of logos, etc.) the class saw few visible alterations or detail differences throughout their lives. The horizontal shock absorbers on the bogie sideframes seem to have been removed at an early stage. When supplied, the cabs had small road vehicle-like rear view mirrors mounted externally, but later the long twin bracket type were fitted. Redundant staff exchanger recesses were plated over at the time of repainting.

4709 was the first to be withdrawn, following a serious engine fire in mid-1974. 4710 was damaged beyond repair in an accident in March 1977. Condemnation of stored units began at the end of 1988, and by the time of final operations on 31st December 1990, only 4705, 4706, and 4717 were left. Two of the class have survived: 4701 and 4708 have gone to the Lachlan Valley Railway, for use on tourist runs and possibly wheat trains from Woodstock. 4719, along with parts from 4715, has provided the basis for the Heavy Test Vehicle (but that is another story...).

Specifications

Tractive effort at 30% adhesion	56,414lbs
Tractive effort at 20% adhesion	37,610lbs
Continuous tractive effort	38,460lbs
	at 7.3mph
Maximum load on 1 in 40	490 tons
	at 8mph
Maximum speed	70mph
Engine model	Caterpillar D339 V16
Engine RPM idle and maximum	650/1300
HP of engine/available for traction	1125/1000
Traction motors	Hitachi HS-366-Ar
Total weight	84 tons
Axle load	14 tons
Length (over headstocks)	45'11 1/4"
Height (maximum)	13'9 3/8"
Width	9'4 1/2"
Fuel capacity	725 gallons

The models

As with many NSW types, brass models have been produced previously, most recently the comparatively economical Calson version, but the 47 class has just become the latest in the range of HO scale whitmetal kits from Berg's Hobbies. It has been designed by Paul Bernsten of the Model Company in New Zealand, and runs on a proven K & M chassis powered by a Mashima motor: the performance is excellent.

The kit is supplied in a plastic video cassette case, with parts packed within in tissue or bubble wrap to protect them in transit. The instructions run to four sides of A4, and include an outline drawing and photocopied pictures to assist with detailing. They are clear and easy to follow, though there is no guidance on paint schemes, and prototype notes are limited to what is relevant to fitting various optional details. (Reference is made to published articles for further information.) It is good to see the drill sizes specified for each hole.

The whitmetal castings which make up most of the kit are clean and well detailed, with little flash and few evident part lines. Features like the chequer plate walkways and the fine cab side window frames are very well executed. The model makes up to be accurate in all major dimensions. It essentially represents a loco in final condition: there are no NSWGR crests on the hood ends, the staff exchanger recesses are plated over (though marked on the inside if it is desired to open them out), and there are no horizontal shock absorbers. A choice of buffer shanks is offered to allow the buffing plate to be omitted if required.

Plenty of brass wire is supplied for handrails and grab irons, with most locations ready dimpled. There is thin brass sheet for the cab roof, with an accurate template provided. The fan grille is to be cut from fine brass gauze. A comprehensive selection of brass detail castings is supplied — air and m.u. hoses, m.u. stands, coupler lights, step assemblies with chequered treads and including lights, windscreen wipers, Fletner vent, horns, and brake shoe hangers and spreader bars. These latter are rather fiddly to fit behind the cast sideframes, and care must be taken that they both clear the mounting pillars and do not foul the wheel treads or short out the chassis, but the resulting effect of depth is very good.

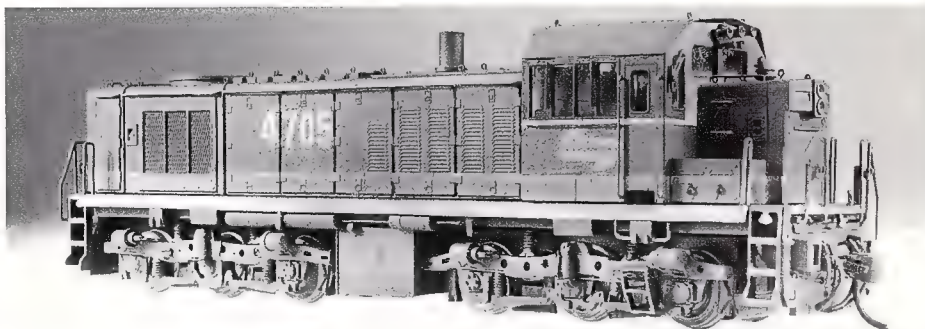
Care must also be taken to ensure that the long inner ends of the sideframes do not strike the fuel tank and prevent free rotation of the bogie. For model curves it may be better to assemble the fuel tank ends *inside* the locating ridges to allow enough clearance: this device is not readily apparent when the model is assembled and painted.

The builder must supply glazing material and couplings of his choice (the kit is designed for Kadees, and mounting screws are supplied). The plethora of lift rings is characteristic of the 47 and although the modeller must supply his own, most locations are commendably pipped ready for drilling out.

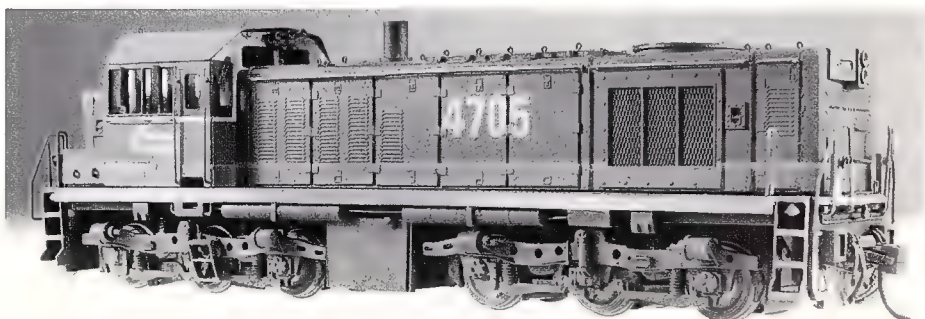
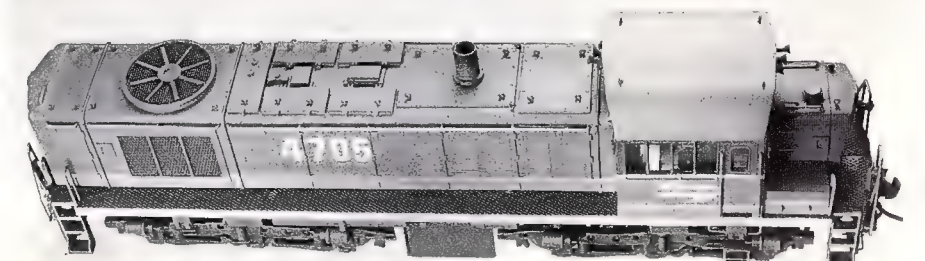
As with any commercial item, reference to photographs and drawings will find other details that can be added. A few more handrails are evident, some of which are mentioned in the instructions but not marked. Plumbing for the air tanks, and their support straps, will enhance the underframe, and coupler cut bars can be fitted if required. The footplate ends can also be graced with tail indicator discs and/or their mounting brackets, and a chain across the end handrails (if anything fine enough can be found). Cab mirrors (of the style appropriate for the period modelled) add a finishing touch, and the exhaust stack benefits from being drilled out.



4705 and 4868 wait at Morandoo yards to collect empty CXD hoppers from BHP to return to Redhead colliery. Photograph: Joe Hodyl.



The ducts above the bogie sideframes can be represented with sections of threaded bar fixed onto the sideframe support pillars. Given that the sideframes are so well detailed in other respects, it is odd that cab steps are not provided. The vertical shock absorbers on the centre axles should perhaps be slightly more off centre, but it is hardly worth altering the nicely detailed castings. The most surprising omission is that, despite the fine gauze supplied for the fan grille, it lacks the centre boss and struts. The transverse panel on the long hood by the fan also seems to stand too proud, and the louvred grille on the end of the long hood is slightly too large, but these are comparatively minor points, and could be corrected by the fastidious during construction. Likewise the forward air tank on the left-hand side, which is too long (it is *not* the same as the two rear tanks).



Despite these comments, it must be said that with each new release, the Berg's kits reach higher standards, thereby inviting even more detailing! The 47 class is overall an excellent kit, which builds on the achievement of the 80 class (see CM August 91). Expected next is a 44 class, and we understand a revised version of the 49 class (see CM February 91) is in preparation.

Through the courtesy of Ian Lindsay Models, we have also been able to construct an example of the resin body kit for the 47 class produced by Stephen Johnson Models. This kit was first released some time ago and was designed as a non-powered unit or to use truck mechanisms from a different loco; the principal compromise was shortening the bogie wheelbase. Now that the correct K & M chassis is available, this can be used with its base plate narrowed to suit the resin footplate. The bogie sideframes can be built up to scale length by carefully splicing in small sections, and brake gear can be added. However, blower ducts are already present.

As we have noted before, the resin process is capable of producing large complex one-piece components with impressive moulded relief detail, and the louvre-sided hoods of this kit are no exception.

The model has open staff exchanger recesses and NSWGR crests cast in place on the hood ends, so represents a loco in earlier condition, though without the horizontal shock absorbers. These details could easily be modified to suit the builder's chosen period.

The kit features an etched cab (an unusual technique for Australian models) which gives an excellent thin wall effect, though care must be taken to ensure the fold lines are accurately scored and the cab bent up squarely. The doors are separate, so could be assembled open. The etched steps are also ingeniously designed to fold up: this operation looks more difficult than in fact it is, and the resulting effect is very fine, although the steps lack the distinctive flare at the base.

The model's most obvious omission is the lack of number boards on the hood ends, which can be simply rectified with offcuts of plastic. There may even be an advantage in applying the tiny transfer numbers to a larger base, off the model, and then cutting the boards to suit. The kit also has all the long air tanks of the same size, whereas the front left-hand one should be slightly shorter. This might be awkward to alter, as it is moulded in place.

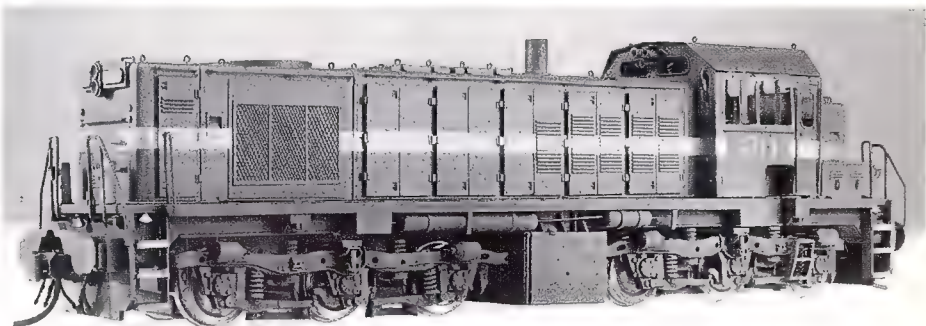
Plenty of brass wire is supplied for handrails and grab irons, and a neat jig is provided for making up the walkway end assemblies. Instructions are also given for the air tank plumbing.

Additional detailing is left largely to the builder, and can mostly be accomplished with commercially available parts from various sources: step and coupler lights, air and m.u. hoses, coupler lift bars, lift rings, horns, mirrors, wipers, and cab steps. As usual, the modeller must also provide glazing material and couplings of his choice (the kit is designed to accept Kadee No. 5's). The appearance of the exhaust stack is improved if it is carefully drilled out.

The kit is supplied in a stout card box, with instructions covering five sides of A4, which are easy to follow and include several diagrams to assist with assembly (though no overall plan). Drill sizes are helpfully specified and soldering hints given to encourage those unfamiliar with the technique for building up the etched parts. The design and the prescribed sequence of construction allow the body and footplate to be built separately, which greatly facilitates painting.



Broadmeadow, March 1991: 4713, last of the class in use in original livery, on the scrap line. Photograph: Joe Hodyl.



In summary, the kit provides a sound basis upon which a nicely detailed model can be created.

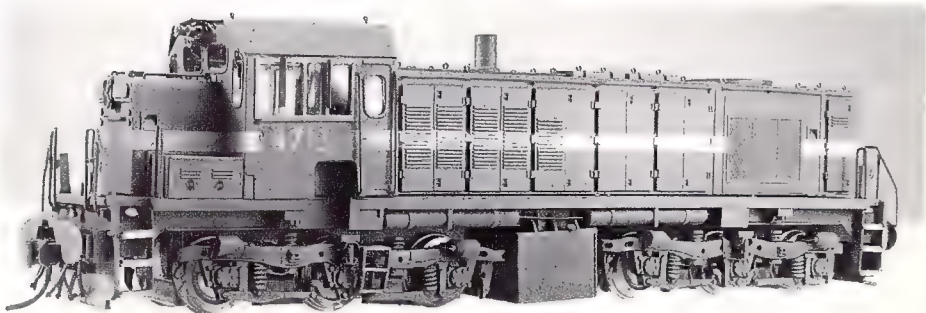
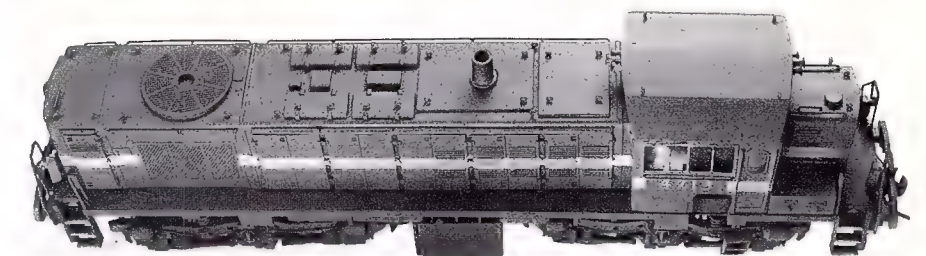
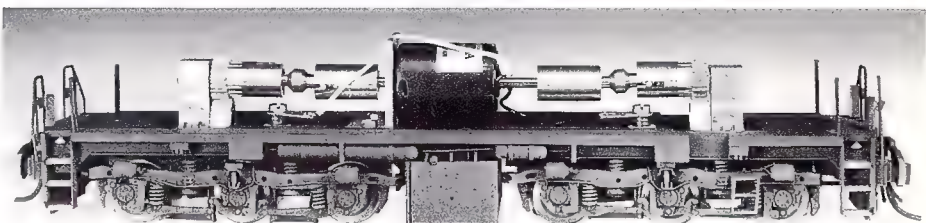
Thanks to Peter Clark, Joe Hodyl, Ian Storie, and George Berg for their generous assistance with this article.

All model photos: PECO Studio.

Stephen Johnson Models; sample supplied by — **Ian Lindsay Models**, P.O. Box 124, Pendle Hill, New South Wales, 2145, Australia. (Price and availability on application).

Berg's Hobbies P.O. Box 527, Parramatta, New South Wales, 2124, Australia.

Price: body kit A\$85.95, chassis A\$125.00. Postage extra in all cases. Both suppliers accept payment by major credit cards.



NEWS SPECIAL

Index to reports October 1992

Bachmann coal & sand complex	393	Märklin Z Airport Express	395
Backwoods Miniatures HOe railcar	396	New South Wales structures	396
Concor N box car set	392	Pola N estate houses	397
Duton Productions Oe kits	397	Preiser G scale figures	397
Hag HO SBB railcar	392	Preiser HO figures	393
Herpa HO road train	397	Railino Nm baggage van	395
Klein Modellbahn HO stock	395	Roco HO scale Austrobus	395
Life-Like HO scale FA2	396	Roxey Cyprus 4-4-0 in 009	394
Lima HO ÖBB 1042 new liveries	394	Sunset brass B&O 2-8-0	393
Lima Swiss NPZ in N	392	Walthers HO tank car	394
		Xuron rail cutting shears	396

Swiss railcar in HO

This versatile class of 31 units was built between 1952 and 1955 for local passenger services. The BDe4/4 classification reveals that all axles are driven, and the vehicle has second class and baggage accommodation.

Reflecting the long and successful career of the real things, Hag have produced this vehicle in various versions and liveries. The latest release is in green with the modern SBB logo, bearing the number 1645. The finish is first class, with entrance doors in silver, handrails picked out in yellow, and even the smallest markings legible.

The heavy cast metal body employs just a few plastic detailing parts, such as windscreen wipers and rear view mirrors. Other fine detail includes the cab interior, complete with driver, and interior fittings in the passenger section, which is illuminated. On the roof, details abound: a brass whistle, see-through roof grilles with the brak-



ing resistors visible underneath, and the correct type of pantograph, which can be used for current collection from the overhead (the changeover switch is concealed under a roof panel).

Mechanically, the new low current motor gives excellent per-

formance: one bogie is powered, while all wheels (prototypically spoked) pick up current. The bogie frames at the passenger end are cut back to clear the entrance steps, allowing the model to operate smoothly on typical model curves. The buffers are sprung, and the

model is equipped with NEM coupler pockets.

Three-rail and Märklin Digital versions are also available.

Available from: W & H Models, 14 New Cavendish Street, London W1M 8DJ.

Price: £284.95.

Boxcar set in N

ConCor have released a set of three boxcars that seem sure to delight many US N scalers. The panel door 50-footers are in Union Pacific livery, circa 1960s with roofwalks intact: the legible build dates from February 1961 to July 1963 are a credit to ConCor's finishing.

Two of the cars are coloured boxcar red and the third is yellow with silver ends and roof. All three carry AAR 'XL' marks (legible, too — full marks, ConCor) signifying loading racks to prevent shifted goods.

The fine detail is excellent: the



chain on the brake column, the brake gear present despite being practically invisible in service, the end rivet work and so on are hallmarks of quality tooling. Traditional N gauge couplers are fitted to the free-rolling trucks, whose

metal wheels carry the car along without wobble.

At a little over half an ounce each, the natural urge to have more of these sets can be surrendered to without compromising the haulage capabilities of the motive power on

the layout!

For: N. Available from: Victors, 166 Pentonville Road, Islington, London N1 9JL.

Price: £14.25.

NPZ in N from Lima



The Lima Minitrain NPZ (Neu Pendelzug of the SBB) has been announced as forthcoming for some time yet absent from the Lima stand at successive Nürnberg Fairs, so it is especially pleasing to report that samples are now to hand.

The prototype units are used push-pull, as their name suggests, on regional services, often connecting with the longer distance trains. They are essentially a development of the older RBe4/4 Pendelzug sets,

utilising the same EW-1 intermediate coaches with driving coaches featuring a rakish front end.

The model captures the look of the prototype very well. The set of four — the prototypes are not in fixed rakes, and extra coaches are available singly — wears the attractive blue and grey livery with red ends, with all the details excellently finished. The name — La Neuveville — on the crest is even legible, with a glass. The perform-

ance matches the appearance. The unit is amply powered: one driving car contains a five-pole motor, centrally mounted, which drives all axles of the car via cardan shafts. The other driving car carries contact strips for interior lighting should this be desired by the modeller.

The sturdy box contains enough detail parts to send the average modeller to the ophthalmologist without delay! Windscreen wipers, resistors for the power car roof,

brake pipes and dummy couplings are some of the tiny plastic items supplied for the purchaser to place in pre-formed holes.

In short, this model is smooth-running, well detailed, and a must for the modern Swiss N gauger.

For: N. Available from: Winco, 149 Alresford Road, Winchester, Hampshire SO23 8JZ. Price: £119.00.



Coal and sand complex in HO

Following the launch of 'Bachmann Plus' locomotives, the first structure kit in this high specification series has recently been released. Derived from genuine Fairbanks Morse blueprints, the coaling tower and sanding facility are well detailed, with plastic components moulded in authentic colours.

The coaling tower has an adjacent office and hoist house, which contains the equipment for elevating the dried sand and lifting the bucket up to the discharge hopper from the coal receiving bin, which is below track level. (This is about 1 3/4" deep in the model, but can be omitted if not required.) The structure is intended to fit between two tracks, one for coal deliveries and one for servicing the locomotives. The baseplate measures 5" x 4 3/8" and the model stands an impressive 8 1/2" high.

Although the sand dispensing hopper is attached to the coal tower, the sand storage bin and drying house are separate, on a base measuring 7" x 2 3/8" in model form. The placing of the sub-assemblies could easily be adapted to suit the site.

There is very little flash on the components, though a few part lines need careful cleaning. In general, the fit of the various parts is good, with only a little trimming and filing required to ensure a perfect match in some cases. The alignment of tower leg sections in particular will benefit from particular care for the best results.

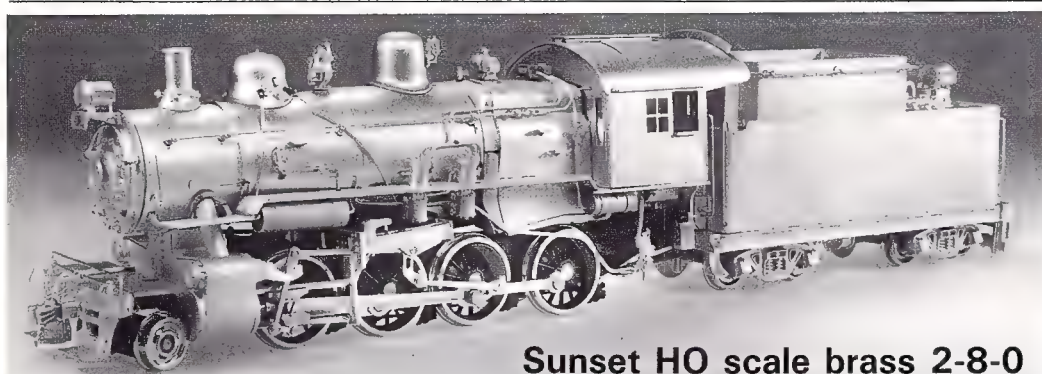
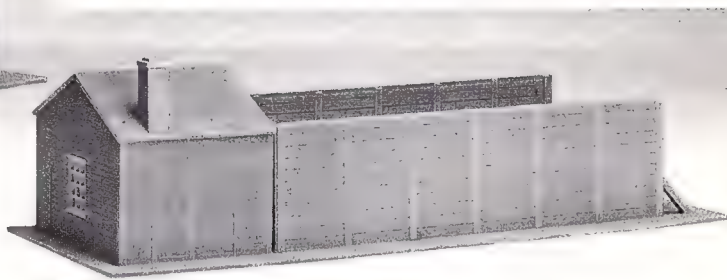
The instructions, consisting of the standard series of 'exploded' diagrams with explanatory notes, are clear and easy to follow. The box states that previous model building experience is recommended, but this could not be categorised as a difficult kit. Like any plastic model, it can be enhanced with sympathetic painting and weathering, and could be embellished with some additional details to taste; in fact, extra bits of ladder and pipe are included in the kit for customising.

Such a typical structure will no doubt prove very useful for the essential supplies of coal and sand on a steam era layout.

For: HO.

Distributed by: Bachmann Industries Europe Ltd., Moat Way, Barwell, Leicestershire LE9 8EY.

Price: £15.99.



Sunset HO scale brass 2-8-0

The latest loco in the 'Prestige Series' from Sunset Models, made in Korea, represents a Baltimore & Ohio E-24a 2-8-0.

It is built up from etched, cast and stamped brass parts, and is cleanly assembled, with very little surplus solder visible. The complex shape of the firebox and its joint with the boiler is quite well achieved, though the bands on the coned boiler itself are not exactly parallel. However, the model is well detailed, with subtle rivets, nice tread on the running plate, and a wealth of separately applied handrails and pipework, with some fine cast fit-

tings. The motion is bright, with fluted rods, and the wheels have stainless tyres, with fine flanges, on black centres. The chassis frames and brake gear are ready blackened, to simplify painting: the mechanism should therefore not need to be dismantled.

The model is powered by a can motor in the loco, mounted on an axle-hung gearbox. All the driving wheels are sprung, and current collection is from one side of the loco and the other side of the tender, as usual for American model practice. Performance is very good, with a sensible speed range.

Accessories supplied include an optional cast weight for fitting in the boiler, along with a selection of spare screws and springs. The loco has a dummy knuckle coupler on the front pilot beam, whilst the tender is ready to accept a Kadee.

Sunset are also offering the similar B&O E-24 2-8-0 and the L1 0-8-0, as well as the Pennsylvania H-6a, H-6b, and H-6sb 2-8-0's. All are available either in brass finish or factory painted.

Available from: LSWR Models, P.O. Box 79, Walton-on-Thames, Surrey KT12 5RJ. Price: £175.00.



New Preiser figures

We illustrate two of the new additions to the Preiser range of HO scale figures. The Belgian police set (£12.80) includes three figures in realistic poses, a Mitsubishi L300 minibus in appropriate livery, and selection of road cones and floodlights.

The set of hikers (£5.70) consists of six figures, apparently of various ages. Like all the Preiser range, the fine moulded detail and careful hand painting seems to give each figure a personality of its own, even in this scale.

Distributed by: Gaugemaster Controls, Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN.



Austrian electric in HO

Lima have released two new versions of the ÖBB Class 1042 Bo-Bo electric, as No. 509 in green livery and No. 579 in the modern red and grey, with modified corner windows. This model now incorporates a mechanism with a central fly-wheel-fitted motor driving all wheels, which all collect current. One wheel on each bogie has a traction tyre, and combined with substantial chassis weight this provides more than adequate haulage capability. The flanges are fine enough to allow the loco to operate on Code 75 track with no problems, and the overall performance is good, from a crawl to a sensible maximum.

The pantographs are wired for pickup from overhead catenary, with a changeover switch concealed under the roof detail. Directionally controlled working headlamps are fitted, which are visible at moderate speeds.

The plastic moulding is nicely detailed, as always: note particularly the tread on the ledges under the cab windows and the bodyside louvre panels. The cabs have interior fittings, and are flush glazed. The bogie sideframes show good relief, with brake shoes in line with the wheel treads.

A considerable number of accessories are supplied for the

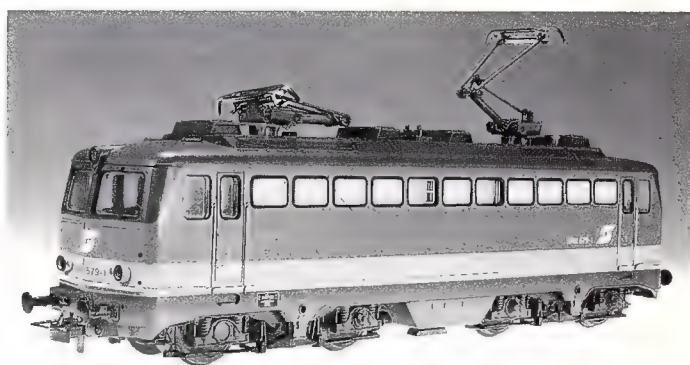


modeller to fit, moulded in appropriate coloured plastics, with alternatives for different versions: insulators and wiring for the roof, mesh walkways, windscreen wipers, steps, handrails, snowploughs, m.u. connections, brake hoses, and dummy couplers. The working couplers are in NEM pockets flexibly mounted on the bogies.

For: HO.

Available from: Winco, 149 Alresford Road, Winchester, Hampshire SO23 8JZ.

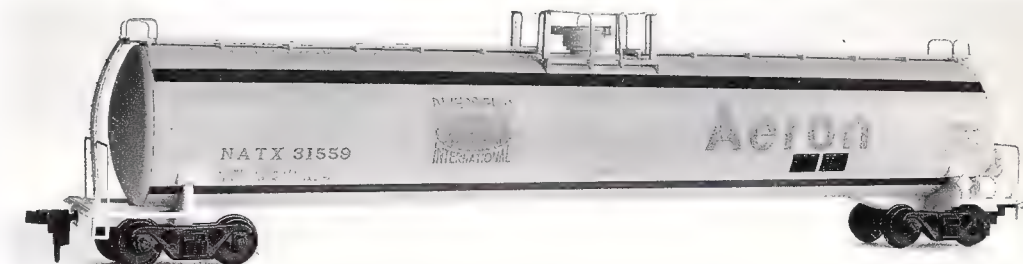
Prices: green £54.25, red & grey £55.80.



Tank car in HO from Walthers

Some of the biggest tank cars in service on American railroads today are 65' vehicles, used to carry chemicals and gases in bulk. Commodities like propane can be pressurised to liquid form for ease of shipping and handling. Such cars are subject to stringent safety regulations — they do not have bottom discharge pipes or clean-out vents which could be sheared off in an accident — and their shields and insulation guards against fire.

The Walthers model captures the purposeful looks of the prototype very well, with all parts cleanly moulded. The tank is in two halves, inside which is a hefty metal



weight. The ends have locating pins designed to ensure the braked end is placed on the body correctly. The small parts fit into pre-drilled holes, though a No. 76 bit will be required to fit the ready-formed handrails. Free-running trucks with RP25 profile wheels support the ensemble, and X2f body-mounted

couplers are supplied. Before coupling, however, read the helpful prototype information on the clear instruction sheet regarding what sort of vehicles can be coupled with this: no flats or mechanical reefers!

The car wears white Aeron livery with red stripe and blue lettering. The small print has been very well

applied, showing that this vehicle carries liquefied petroleum gas.

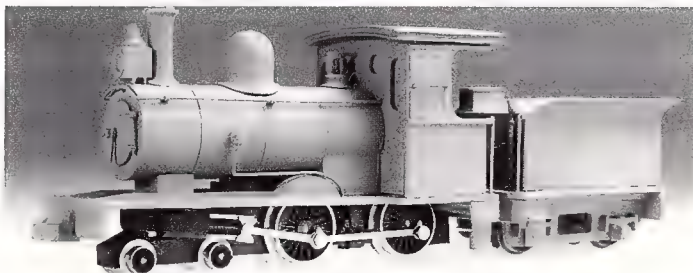
Full marks to Walthers for keeping the modern US enthusiast and modeller supplied with these quality items.

Available from: Victors, 166 Pentonville Road, Islington, London N1 9JL. Price: £8.24.

Cyprus 4-4-0 for 009

In 1904, Nasmyth Wilson of Manchester built two elegant 4-4-0 tender engines for the 2'6" gauge Cyprus Government Railway. They shared a common boiler with 2-6-0's and 2-6-2 tanks delivered for mixed traffic at the same time. Converted to oil firing during the second world war, the locos served until the line closed in 1951, but unfortunately none have been preserved.

The Roxey Mouldings kit consists of cleanly cast whitmetal components: there is little flash, and the fit of the parts is excellent. The



footplate is in one piece, providing a sound basis, and the design cleverly locates the main sub-assemblies. Brass wire is supplied for handrails, etc, and there are some fine cast detail parts, though the doors and spectacle frames on the cab front could perhaps have been more

prominent.

Construction should present no problems, following the clear instructions, which have the novel and commendable feature of recommending extra detailing that the builder might like to undertake.

The loco requires a Farish N

gauge LMS Compound mechanism, which needs no modification (the tender is discarded). The major departure from the prototype is thus the lack of outside valve gear, but this compromise ensures a reasonable price and ease of assembly.

This attractive colonial loco is not too large, at 120mm long, 30mm wide, and 41mm high, so we imagine it will find a ready home on many freelance narrow gauge layouts.

For: 009.

Manufactured by: Roxey Mouldings, 58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU.

Price: £31.00 (p&p 60p).

Airport Express in Z



With the success of the electric multiple units permanently allocated to the Lufthansa Airport Express service, when approached by the airline to extend the facility on the Stuttgart route, the DB opted to provide dedicated loco-hauled trains. In their distinctive yellow and white livery, a powerful loco and a rake of just three coaches was capable of smart acceleration allowing an attractive timetable. They offer modellers the

ideal opportunity to have a prestige high speed express of very short length.

Märklin have issued a new Z gauge special set, consisting of the properly numbered 111 class Bo-Bo electric locomotive and three Avmz first class coaches, again correctly individually numbered. It is a tribute to the fine standard of finish even on models so small that this data and the destination can be read from the vehicles themselves!

The wealth of detail in the bogie sideframes of both loco and rolling stock would do justice to a much larger scale, and indeed in photographs it is only the couplings which reveal the true size of the models.

The loco is designed to run on 8v DC power, and the delicate working pantographs can be used to collect current from the overhead; the changeover switch is concealed amongst the fine roof detail. No

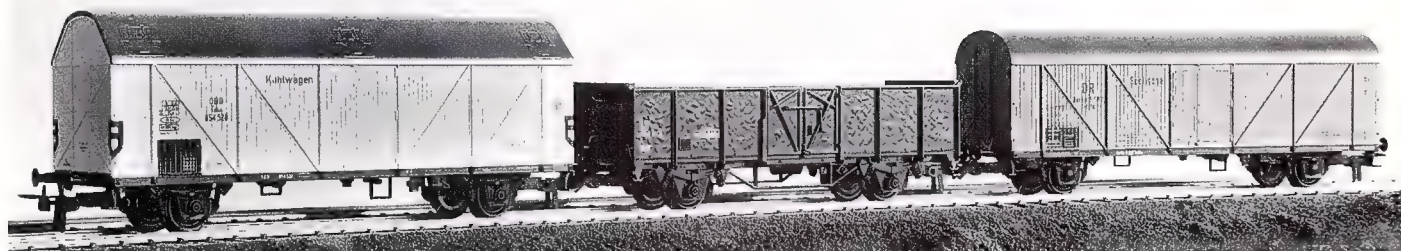
traction tyres are fitted, but the loco can easily cope with this load, and runs very smoothly.

Compared to the larger scales, the Märklin 'mini-club' of Z gaugers may have few members but they are certainly very well served with gems such as this.

For: Z.

Distributed by: W & H Models, 14 New Cavendish Street, London W1M 8DJ.

Price: £135.95.



More HO freight stock from Klein

Klein Modellbahn have released several new items of freight rolling stock in HO scale. Continuing their ambitious programme of insulated fish vans, the round roofed variant

of the 'Berlin' van is now available in Deutsche Reichsbahn Epoch II grey livery (£7.99). The mansard roof version with ice loading hatches now appears with ÖBB Epoch III markings (£7.60). Each is supplied with handrails and lamp brackets for the modeller to affix.

The four wheel standard type E open wagon, with side panels subtly dented to simulate much hard use, has been issued in a special edition for the Swiss market bearing sharply rendered BLS markings (£5.50).

All these vehicles have pivoted wheelsets to allow them to negotiate

sharp curves, and couplers mounted in flexible NEM pockets for close coupling.

For: HO.

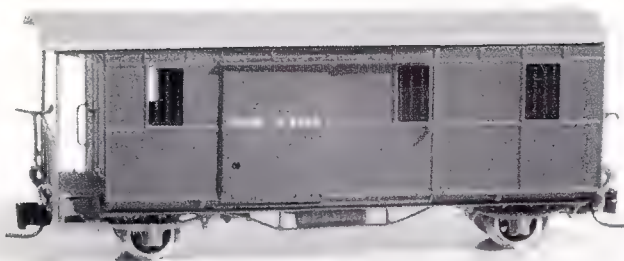
Available from: Winco, 149 Alresford Road, Winchester, Hampshire SO23 8JZ.

Prices: in text.

New Nm van from Railino

The latest addition to the range of Rhätische Bahn rolling stock by Railino in Nm, metre gauge in N scale, is a four-wheeled baggage van, two of which (D₂ 4047 and 4048) were used on the Bernina line in the 'seventies.

The model, just 56mm long, is supplied ready painted in mid-green livery, with very clear markings (both numbers are available). It is fabricated entirely from brass etchings and castings, and comes equipped with Kadec couplers, as stan-



dard on all Railino stock. There are interior fittings (note the glazing bars), the end platform has delicate railings and a brake handle, and the underframe (with prototypical long leaf springs) is detailed with brake gear and hoses.

For: Nm.

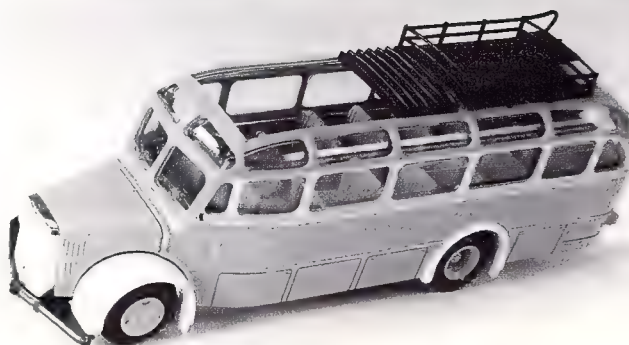
Manufactured by: Railino, 'Lok 14', Walter Knaupp, Thalkirchner Str. 14, D-8000, München 2, Germany.

Available from: Great Little Trains, 69 Randall Road, Kenilworth, Warwickshire CV8 1JX.

Price: DM.330.

Austrobus in HO

This delightful Saurer Komet to 1:87 scale is a new release from Roco, and is a must for the period ÖBB modeller's station forecourt. Finished in a light blue with silver trim and white wings, the model comes with a full interior, a detachable bonnet top to show off the engine (which the real Saurer enthusiast could no doubt detail even more) and a bag of detail parts for the modeller to add. We could not resist replacing the factory-applied closed 'sunshine' roof with



the moulded folded-back version in the detail pack. For those who wish to fill the bus with happy trippers access to the interior will be gained by removing the chassis and prising the top of the Komet from the rest of the bodywork. Either way, this is the perfect model to have sat at the station or grinding halfway up an alp on the mountainous section of the layout.

For: HO.

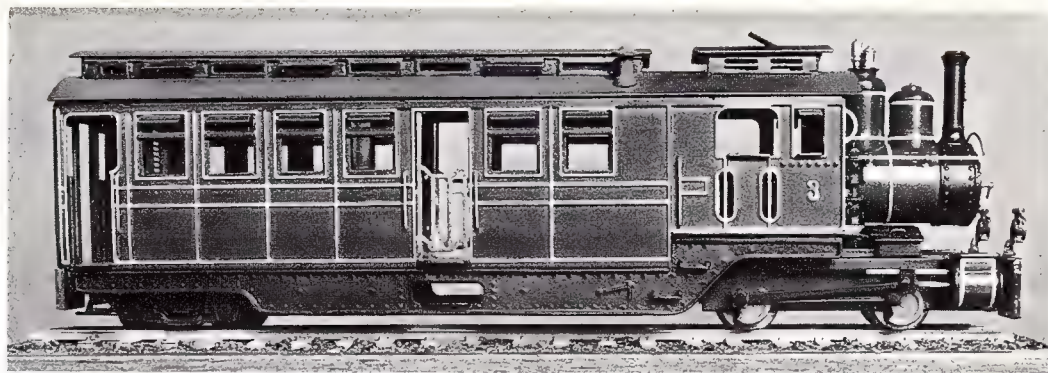
Available from: Victors, 166 Pentonville Road, Islington, London N1 9JL.

Price: £6.96.

Steam railcar

The delightful articulated steam railcar illustrated is based upon those which ran on the 60cm gauge Otavi Railway in what was German South West Africa, now Namibia. This vehicle is the next HO scale narrow gauge kit from Backwoods Miniatures, designed to operate on 9mm gauge track. It is not intended to be an exact replica, but has been freelanced to some extent: certain details have been modified, notably the leading outside framed power bogie has been altered for ease of construction with commercial components, and a clerestory roof has been included to add to the appeal. Alternative straight or spark arresting chimneys are also provided.

The kit will be supplied complete, including motor, gears, and wheels. Main components are of etched brass, with cast whitmetal



detail parts. We have been privileged to see the etching artwork, and can report that the quality of the design is excellent, revealing the work of a skilled draughtsman and experienced modeller. Prospective purchasers should not be deterred by the apparent complexity of making both body and mechanism, as the comprehensive instructions are

a notable feature of Backwoods Miniatures kits: clearly and attractively presented, they lead the builder carefully through all stages of construction.

The trend towards better quality products for small scale narrow gauge is most welcome. The cost may seem high at first glance, but it is not really so given the high

standard of the model, and when compared to the common alternative of a whitmetal body kit plus a commercial N gauge chassis.

For: 009/HOe/HOn2½.

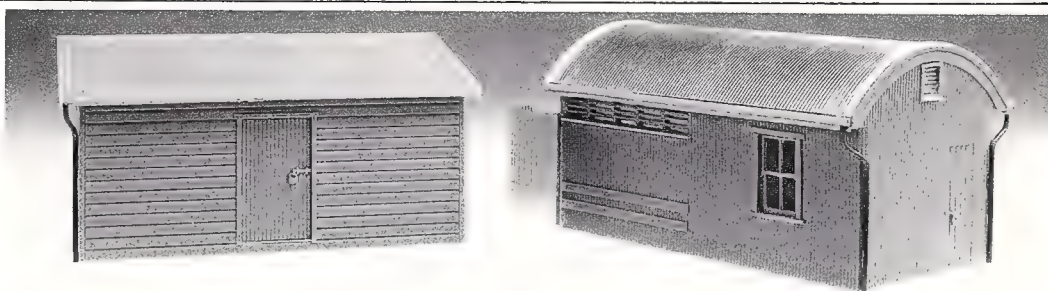
Manufactured by: Backwoods Miniatures, 16 Reivers Gate, Longhorsley, Morpeth, Northumberland NE65 8LA.

Price: £64.00, plus £1 p&p.

New South Wales structures in HO

We illustrate two interesting kits which represent standard New South Wales Government Railways buildings. The flat roof cream shed is of type E, and the model measures 78mm x 42mm. The four walls and roof are cast in resin, and plasticard is provided for the floor (if required) along with pliable blackened wire for the downpipes.

The toilet and lamp room, to the C4 design, measures 95mm x 42mm in model form. It too has resin cast sides, ends, and base, along with the gutters and the very fine one piece framework for the privacy screen. The roof is ingeniously formed with a balsa sub-base recessed into the top of the ends, supporting a skin of superb corrugated aluminium. A further strip of this material is supplied for



the privacy screen. There is a piece of Lexan® for glazing, and wire for the downpipes.

With both kits, the instructions follow a clear logical sequence, and although no drawings are included, one can hardly go wrong with such simple structures. For those unfamiliar with the originals, painting information would have been welcome.

As we have noted previously, the resin material employed in these

models is capable of excellent fine detail, often within large and complex components: note such features as the bolt & padlock on the doors, the sash window, and the delicate gutters and fascia boards. The definition of the planks is very good, and the boards match up perfectly at the corners. In fact, all parts fit together well, and there is no flash except a thin film over some of the apertures, which is easily removed with a sharp knife.

Although these kits are for specific prototypes, the wooden construction has a typical colonial or light railway look to it which could have more general applications.

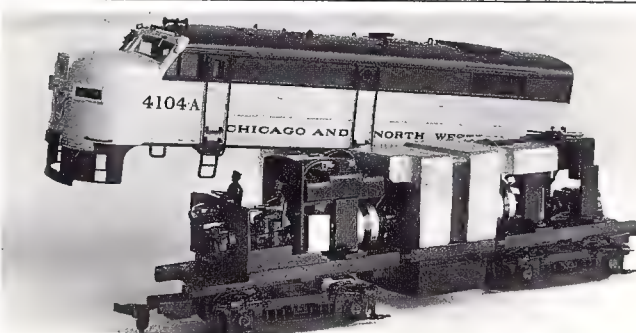
For: HO.

Manufactured by: Ian Lindsay Models, PO Box 124, Pendle Hill, New South Wales, 2145, Australia.

Price: \$18.00 and \$25.

Life-Like FA2 in HO

Life-Like continue to expand the range of liveries available for their excellent FA2 cab unit diesel. The latest production run (the third, we believe) includes the manufacturer's original demonstrator colour scheme, and new roadnames for Ann Arbor, Erie, Louisville & Nashville, and (as illustrated here) Chicago and North Western. Technically, the successful and well



detailed models are unchanged, and as before the liveries are neatly executed, with solid colours, good separation, and clear lettering and lining.

With these further versions, even more American modellers should now be able to justify one of these units on the layout.

For: HO.

Available from: LSWR Models, PO Box 79, Walton-on-Thames, Surrey KT12 5RJ.

Price: £39.95.

Rail cutting shears

From the Xuron company in America comes this precision tool for trimming rail. The shears have a comfortable sprung action, and are equipped with rubber non-slip handles for positive grip. The 'right' side of the cut has a very clean square edge and the rail profile is not distorted even when working on quite heavy sections: we managed to cut O gauge Code 147 flat bottom rail cleanly, albeit with a certain amount of effort. Larger sizes would be beyond the scope of this tool (which after all only



measures some 150mm overall) but rails commonly used in Z, N and HO track are all easily accommodated. Rail joiners can be slid onto the cut end without the need for further deburring.

Any small offcuts do shoot away at some speed, and the use of safety goggles is recommended to prevent any risk of possible eye injury.

An excellent tool, highly recommended.

Available from: Acme Model Co., P.O. Box 69, Hampton, Middlesex TW12 3NA.

Price: £9.95 inc. p&p.

Road train in HO

Herpa have produced this impressive three-unit lorry for US modellers in HO scale. The set is based on American versions of the Road Train concept (used to good effect in Australia) where one driver hauls three times as much load as a conventional articulated lorry would be able to manage. We wonder, however, how they are reversed!

The model is fully up to the standards set by Herpa, with revolvable wheels, mudflaps, and detail parts including wing mirrors and horns etc. The three trailers are moulded with landing gear and nosewheels down, but these can easily be altered if desired. The Safeway red and orange livery has been skilfully applied onto the white bodywork, and the truck fan could easily add extra detailing such as licence plates, customising parts, etc plus of course a teamster to handle the setup. A useful model to have on the layout, if only to show up the continued railroads' advantage in hauling bulk loads.

For: HO.

Available from: Victors, 166 Pentonville Road, Islington, London N1 9JL.

Price: £9.72.



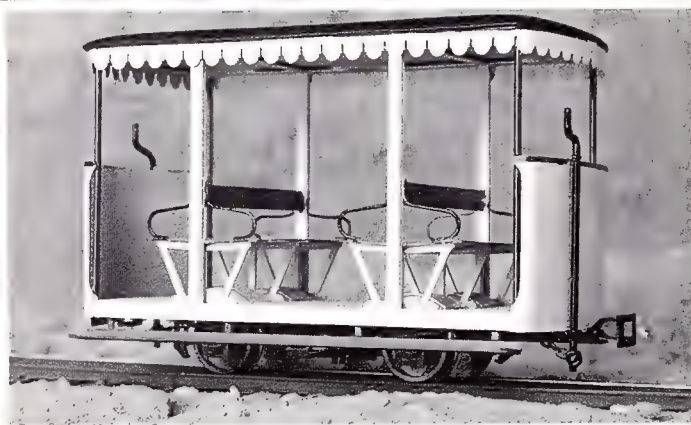
Estate houses in N from Pola



In the neighbourhood of large industrial complexes housing estates grew up to provide accommodation for the workers employed there. These buildings were constructed in a uniform style and fitted out very simply inside. In the course of time, many were renovated internally and externally to offer the inhabitants improved facilities.

Such dwellings can now be recreated in N scale with this new kit from Pola. The two storey houses have small roof gables and a timber-faced attic, and look most convincing set in small groups. They are also ideal companions for the other styles of working class houses already available in the Pola N scale range.

Distributed by: Euro Toys & Models, Euro House, Llan-santffraid, Powys SY22 6BH.



Decauville stock in O scale

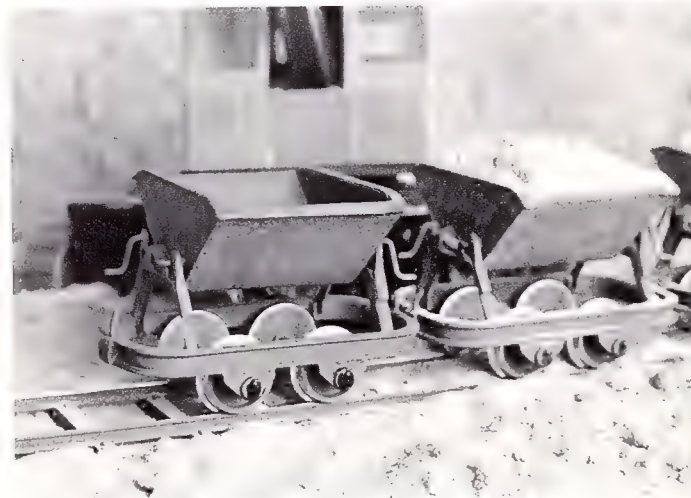
We illustrate three new O scale narrow gauge rolling stock kits by the French company Duton Productions.

The closed coach, Decauville type I, is largely of etched brass, with a cast resin roof. It is supplied complete with glazing material, wheels, and link and pin couplers and safety chains. As can be seen, the underframe is well detailed with brake gear, etc.

The open coach, Decauville type H, is similar, less the glazing of course!

The ubiquitous V skip must be one of the most common narrow gauge vehicles. The Duton version is again etched brass, and wheels are included in the kit.

As well as being used in France, these standard Decauville products were exported to Belgium, Tunisia and other countries, and would not look out of place on many narrow



gauge layouts. They can be assembled to suit any gauge from 12mm to 16.5mm.

These and other kits from the Duton Productions range can be obtained from French narrow gauge specialists Sancerre Models.

For: Oe.
Available from: Sancerre Models, 37 Trossachs Drive, Belfast BT10 0HS.

Prices: Open coach — £25; closed coach — £34.50; tipper — £9.30. P&P — £1 per order.



New Preiser Figures

New from Preiser for G scale is a pack of three attractive figures portraying contemporary travellers. They feature good moulded detail and have been carefully hand painted in realistic matt colours, giving them individual character which is typical of the range.

Distributed by: Gaugemaster Controls, Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN.

Price: £17.95.

Conrail Motive Power Review 1986-1991

Paul K. Withers
Withers Publishing. Available in the UK from: LSWR Models, PO Box 79, Walton-on-Thames, Surrey KT12 5RJ.
£22.50.
9" x 11 1/4", 252pp, hardback.
ISBN 0 9618503 9 6

Conrail has come a long way from the chaos of its formative years — especially so during the timespan covered by this book — and is now justly renowned for the quality advertised on many of its locomotives.

This excellent tour of the Conrail loco fleet takes in, literally, things old, new, borrowed (leased) and blue: the simple yet not unattractive paint scheme sits well on SW7s and 8-40CWs alike. In the hundreds of black-and-white photographs are all the detail views modellers could want, in addition to action shots in both rural and urban settings. Spotting features are also listed, as are the essential rosters of each loco type. Gems abound: a GP9 (7105) is pictured in 1988 with Conrail, Penn Central and Pennsy markings all visible; the MT-classed slugs; and the business cars and Pullman Green E8s.

The fine foreword by Dan Cupper sets the photographs in context: he recounts the Conrail story very well indeed, guiding the reader through the company's changes to date. The aimless investment strategy and locomotive usage of the ex-Penn Central days have been replaced by a more efficient fleet size and — from 1987 — profitability with shares traded on the stock market.

Conrail has survived all attacks and attempts (principally by the Reagan Administration) to privatise the corporation: this book offers a most absorbing look at the machines that have helped make this possible.

Easy-to-make Lighthouse

by Edmund V. Gillon, Jnr
Dover Publications, through Constable & Co., 3 The Lanchesters, 162 Fulham Palace Road, London W6 9ER. £3.25.
ISBN 0 486 26943 4.
310mm x 235mm; 16pp; softback.

New from Dover Publications is another in their series of economical booklets for the construction of attractive card structures. This lighthouse and its attendant single storey keeper's cottage are roughly based on the buildings at the Dice Head station, built in 1819 at the mouth of the Penobscot River in



Conrail SD45-2 rounds Horseshoe Curve, near Altoona, PA. Photograph: Jim Sorenson/Dash 8 Photography.

Maine, and could form an interesting scenic feature for railway modellers. The finished group, which includes fencing and a rowing boat, measures approximately 12" long by 5" wide, and the octagonal lighthouse is some 10" tall. No scale is quoted, though it would seem to be approximately HO.

The components are neatly printed in colour on medium card. The step by step instructions and diagram are clear and easy to follow, and with a few simple tools (principally a sharp knife and a steel rule) and adhesive, assembly should present no difficulties.

Canadian Trains

Calendar 1993
Available from Camden Miniature Steam Services, Freepost (BA1502), 13 High Street, Rode, Bath, Somerset BA3 6UB.
£4.45 incl. UK p&p.
295mm x 230mm.

This well-produced calendar of Canadian images from Steamscapes (which also features diesels, despite the name!) represents excellent value. The format has a full colour photo filling one page, with the date chart opposite, below the picture when the calendar is hung. The daily panels have adequate room for notes. The 12 photographs are excellent, offering a mix of contemporary and historical subjects, with superb colour reproduction throughout. The detailed captions give full information on the subject, date and location, so necessary for modellers seeking accurate references. In each case, the trains appear in context, and the observant will find much incidental detail for authenticity.

Steamscapes also produce similar calendars entitled 'Seasons of Steam' (covering UK preserved and former BR steam trains) and 'Passing Trains' (featuring steam and diesel action during the 80's and 90's in the USA), as well as a dedicated 'Southern Pacific' calendar (with contemporary and vintage views of SP steam and diesel trains). Camden offer discounts for purchases of more than one calendar.

The Antofagasta (Chili) & Bolivia Railway

by J. M. Turner and R. F. Ellis
Locomotives International, 50 Long Meadow, Skipton, North Yorkshire BD23 1BW.
£8.95 plus 90p UK postage.
275mm x 170mm; 80pp; laminated heavy card covers.
ISBN 0 907941 36 2.

We are pleased to announce that this book, previewed in our August edition, is now available, and fully lives up to expectations. It is produced to the high visual standards for which *Locomotives International* magazine has become noted, with clear black and white photographs reproduced on quality paper.

The authors present a history of the Antofagasta (Chili) and Bolivia railway, the reasons for its existence in the nitrate and copper trade, its construction and operation, and the change of gauge from 2'6" to metre. The route is described with extracts from period publicity material and contemporary travellers' accounts, and a map shows the system at its fullest extent. The emphasis throughout is on the fascinating steam motive power employed, and a chapter brings the story up to date with the arrival of diesels.

The authors have assembled what is thought to be the most complete record yet of the FCAB locomotive fleet, with official co-operation and assistance from many authoritative sources and enthusiast contacts. The lists are illustrated with many photographs, both official works views and shots of the machines in action. Specially drawn dimensioned diagrams prepared from official material should provide would-be modellers with the basic information for much of the motive power and rolling stock.

The railway was a wonderful mix of equipment influenced by the national traditions of the various suppliers, yet engineered to meet particular local conditions. In this respect it was typical of many colonial operations, yet retaining an individual character. This book not only conveys that very well, but should also prove a valuable source of reference.

The Blue Mountains: Volume 3 Winter in the Blues

Video Rails, 60 mins, £21.95.

This third volume covering Union Pacific operations over the Blue Mountains in eastern Oregon (the others show the sections from Huntington to La Grande and La Grande to Hinkle) is perhaps the most spectacular of the trio, for it presents the railroad not only contending with the heavy grades over the mountains but doing so in the worst winter weather. It concentrates on a 56-mile stretch around La Grande, from North Powder to Meacham with steep climbs either side through the summits at Telocaset and Kamela. The customary detailed SPV map is visible inside the sleeve to explain the route.

Multiple lashups of the latest diesel power, a mix of GE and EMD units, with the new wide cabs not always leading, are observed handling all types of trains: double stack containers, trailer trains, grain hoppers, auto racks and mixed consists, requiring 15,000-20,000hp to cope with the loads and gradients. Amongst all the freight, the east-bound Amtrak 'Pioneer Zephyr' makes an appearance, and the procession of UP yellow units is relieved by some Morrison Knudsen reconditioned Cotton Belt locos working their way back to the SP as helpers.

Route maps and gradient profile diagrams on screen help to identify the locations, and an animated plan of the La Grande yard arrangements gives an even better insight into the operations. The commentary is also most informative in this respect.

The locations have been well chosen — the S curves at Parry are a particular favourite, with the telephoto lens used to advantage. There is also a striking sequence pacing a new GE Dash 8 40-CW. The cameraman has a good eye for a cameo shot, and there are some very nice 'Christmas card' views amongst the snow-laden trees. The crisp air and bright sunlight make for attractive images, with the picture quality first class (except occasionally when becoming snowed in or misted up, which just adds to the authentic atmosphere!). What could have been just a succession of passing diesels, impressive though they may be, is thus made all the more entertaining.

This tape offers an ideal opportunity to witness the difficulties of modern mountain railroading in harsh wintry conditions from the warmth and comfort of your fireside armchair.

The British PAL version of this tape is exclusively produced under licence from Steam Powered Video, of Dawes Road, Dunkirk, near Faversham, Kent ME13 9TP. The price quoted includes postage within the UK.

Blue Trams in Southern Holland

Rail Art Video, 47 mins, £20.95.

The North-South Holland Transport Co. (NZH) is known to present-day travellers in the Netherlands as one of the operators forming the bus network which so efficiently (and to coin an appropriate phrase) 'refreshes the parts that NS cannot reach'. But before 1961, it was not yellow buses but blue trams that carried the distinctive NZH logo and many thousands of Nederlanders to work, to market and to the seaside. The considerable NZH route mileage was enlivened by both standard and narrow gauge sections, plus a variety of types of right-of-way, ranging from reserved open sleeper track of almost 'heavy railway' appearance to street operation in narrow, traffic-choked thoroughfares, such as those in the ancient university town of Leiden. NZH rolling stock was equally full of character, including such memorable vehicles as the massive Hungarian-built 'Budapesters' and the infinitely tinier Leiden 'town car'.

The first 13 minutes of this video programme were taken in 1959 and 1960 on 8mm black and white film and deal with the Leiden-Oegstgeest and Leiden-Katwijk/Noordwijk lines of the NZH. As both routes were abandoned in 1960, the viewer is witness to a truly 'Indian Summer' situation, but both equipment and staff look neat and efficient, with few detectable signs of the end which was so near. As usual with film of the recent past, fashions in dress and motor vehicles are of considerable peripheral interest, and all the more so, of course, to the modeller.

The second part of the film (34 minutes) was shot in 1961 on 8mm Agfacolour. This features a journey over the last 12 miles of tram route to be operated by the NZH, starting from the Parkweg depot in Voorburg and taking in the Malieveld terminus in Den Haag, plus Leiden, Leidschendam and Voorschoten.

Although this is, by its very nature, not a sound film, we are not deprived of the distinctive sounds of the Blue Trams, as these have been cleverly and sympathetically dubbed on from original recordings made of NZH cars in 1960 and 1961. Additionally there is appropriate music and an excellent and informative commentary, the English text of which has been prepared by J. P. M. Starmans and is faultlessly delivered by Bert Steinkamp whose Dutch accent completes the atmosphere to perfection.

It goes without saying that this film has an appeal far beyond the brotherhood of tramway fans, although for the latter it is 47 minutes of pure pleasure. Even those born without a controller handle in the crib cannot fail to delight in this

conducted trip around the Holland of three decades ago. From the neat wooden houses and paling fences of the seaside towns of Katwijk and Noordwijk to the genteel and stately environs of Den Haag, often seen over the shoulder of the *Bestuurder* (whose name we are told) these gentle tram journeys weave their magic spell and, after all too short a 47 minutes, it is with genuine regret that we finally watch the NZH car rolling into the Voorburg depot.

For although, in these days of the LRT revival, it seems by no means impossible that trams may once again convey the burgers of Leiden into Katwijk, they will not be 'de Blauwe Trams', trams on a simple, human scale, because the tram, and indeed the world, is not like that any longer. For this, if for no other reason, we must thank ciné photographer L. J. P. Albers and others like him for so diligently recording a bygone era.

Highly recommended for tramway enthusiasts, Nederlandophiles and everyone else.

The English version of this tape is available from Steam Powered Video, of Dawes Road, Dunkirk, near Faversham, Kent ME13 9TP. The price quoted includes postage within the UK.

In Search of steam

Dashwood Productions, c.50 mins, £19.95.

Even by South American standards, the railways of Paraguay are an anachronism: still 100% steam worked — when they work. Although of standard gauge, they are — particularly with regard to the quality of trackwork — almost an honorary narrow gauge backwater.

The Dashwood Productions film crew followed railway enthusiast Robert Adley MP on a visit to this system, including travelling in the ornate Presidential coach between Encarnacion on the Argentine border to the capital Asuncion. Here, in the shadow of modern skyscrapers, veteran British-built wood-fired steamers seem out of place, picking their way through the frantic traffic at level crossings. In Encarnacion, the locals park with practised carelessness near the right of way which passes along the main street. (The locomotives are fitted with buffers which fold back onto the footplate to prevent any unfortunate who may be scooped up by the cowcatcher being crushed under the headstocks!) The wonderful old train ferry across the river into Argentina is now gone, replaced by a modern road/rail bridge. The crossing is controlled by the only signal in Paraguay, and the Argentine diesel which brings the international train over the bridge seems unwilling to linger in 'native country', and is happy to scurry back to safe familiar territory.

The 240-mile journey from border to capital takes 15 hours, and en route passes Sapucay works, where equally vintage steam powered machinery keeps the steam locos going, after a fashion.

As well as coverage of the main line, the programme includes an excursion to the Chaco area in the north of country where a narrow gauge logging line, which had been thought abandoned, was found to be still in use with steam locos. A German 0-6-0T and an American-style coach (which would not have looked out of place on the Sandy River) were placed at Mr Adley's disposal for a tour of the remains.

The dedicated enthusiast may feel that it was unnecessary to show Mr Adley on screen, along with some glimpses of local colour, but such elements do help to lighten the material for a wider audience, and his comments and commentary are generally sensible. Above all, his presence undoubtedly allowed the video crew privileged access, and they have made the most of it. The programme is well photographed, and nicely compiled to entertain even those without an inherent interest in the railways of Paraguay *per se*.

This is the first in what the producers plan as a series on steam railways in the more remote parts of the world. We look forward eagerly to future releases of this standard.

This tape has been produced by Dashwood Productions, of 8 South Street, Bridport, Dorset DT6 3NQ. Our thanks to them for the opportunity to review this programme, and also to Camden Miniature Steam Services for bringing it to our attention.

Through the Barrier

Albula and the Engadine

Four Valleys

Disentis to Filisur

R V Television, each c.30 mins, £12.99.

These two programmes take a closer look at two parts of the metre gauge Rhätische Bahn network that RVTV introduced in their first tape in this series, recently reviewed in CM.

The first covers what is perhaps the RhB's best known section, from Chur through the Albula pass to St Moritz, which might be regarded as the main line backbone of the system. This is the route of the Glacier Express, and includes such famous landmarks as the Langwasser viaduct and the spiral tunnels around Bergun and Preda.

The programme starts at the interchange with the standard gauge SBB in Chur, and follows the passenger service, ensuring that all the well known features en route are shown, along with such characteristic little details as the PTT postbus connection at Thusis, and the steep



FO HGe 4/4 at Disentis. Photograph: Alan Pike.

climb out of the station at Filisur, accentuated by the telephoto lens. This is loco-hauled territory, and there is little sign of railcars. Mixed or freight trains (a significant part of the RhB traffic) are only observed incidentally.

In 'Four Valleys', we take a roundabout journey on the remainder of the system: from Disentis, where we observe a Furka Oberalp train coming down the rack section and exchanging locos, back through Ilanz (with a look at the modern track machines needed to maintain the high standard of permanent way) to Chur again, and on alongside the SBB standard gauge to Landquart, where we are privileged to inspect the main RhB workshops. Thence on to Davos via the famous ski resort of Klosters, though the film shows it in brilliant summer weather amidst green meadows. Davos is effectively the end of the main line service, and here we must transfer to the shuttle railcar for the half-hour journey to Filisur, completing the circle by crossing the impressive Wiesen viaduct.

Both of these programmes use animated maps on screen to identify the track sections featured. Locations have been well chosen, and carefully filmed at the best time of day for the light in most cases. Picture quality is very good, and the commentary assured and informative, maintaining a sensible balance between technical details for enthusiast and entertainment for the general viewer. The editing keeps the programmes moving at a brisk pace (like their subjects!) and all too soon we are drawing into the terminus, wishing that the trip could continue. In summary, these are excellent snapshots of the contemporary RhB.

These tapes are among a number on Continental railways produced by R V Television, of Video House, 10 Hibbel Road, Macclesfield, Cheshire SK10 2AB. Our thanks to them for the opportunity to review these programmes.

South Island Steam

Rochelle Film Studios, c.60 mins, £19.99.

This programme takes a look at some of the steam operations in the South Island of New Zealand in the 1960's, though somehow the road vehicles and surroundings seem more dated than the actual period would suggest. From the railway perspective, there is little sign of diesel power (though glimpses of some vintage electrics), and four-wheeled wagons still predominate in freight trains.

Our tour starts in the Greymouth area on the west coast, with an elegant Ww 4-6-4 tank loco working to Rewanui and return with a coal train. This steeply-graded branch employed a centre Fell rail not for adhesion but for braking, with special vans attached to each train. The line was finally closed in 1985, so this film offers a valuable record.

Moving to Greymouth, there is plenty of action in the riverside yard, with various classes seen shunting or passing through, and at Elmer Lane depot, we are treated to views of J, Ja, Ab, Ww and We classes.

Next we follow an A class on a special to Hokitika and Ross, and the tour continues through Arthurs Pass and Otira with Eo electrics attached for the summit tunnel.

Other sections treat us to a cab ride on a Ww into Greymouth, passing the loco depot; the inter-island train ferry landing at Christchurch; and south-bound expresses to Dunedin and Invercargill, featuring some excellent high speed roadside pacing and attractive river bridge locations.

The material is drawn from the work of enthusiasts Dave Reddick and Don Allan. Camera work is above average, and for the most part the picture quality is good, if a little dark in places. The commentary gives information as necessary, and superimposed maps help to identify locations. An enjoyable helping of nostalgia for New Zealand fans.

This tape is one of a number on New Zealand railways distributed by Renaissance Vision, of 9 Capitol House, Heigham Street, Norwich NR2 4TE. Our thanks to them for the opportunity to review this programme.

Zeunert publications

To correct information given with recent CM reviews of books from this publisher, Robert Spark Railway Literature have asked us to point out that they are now no longer stocking this range. We apologise for any inconvenience caused either to the company or to frustrated would-be customers. Prospective purchasers are therefore advised to enquire of other specialist booksellers and model shops who stock continental books, or to contact the publisher directly.



NZR J Class 4-8-2 No. 1211 on the Arthurs Pass turntable. Photo: John Agnew. There will be main line steam in New Zealand this November. Contact New Zealand Main Line Steam Tours, 82 Seaview Road, Paremata, Wellington 6251 for full details.

Köln exhibition

Knox Travel Services, in association with the German Railway Society, are once again organising an excursion for those who wish to attend the forthcoming major model railway exhibition in Köln between November 5th and 9th. Three interesting travel and accommodation options are offered, one of which includes travelling on the Lufthansa 'Airport Express' train down the Rhine valley. All plans have been arranged with railway enthusiasts and modellers in mind, with time allowed for prototype observation and/or model shop visiting en route, as well as the opportunity to attend the show itself.

For further details of the various options and prices, Knox Travel Services can be contacted at 15 Exeter Street, London WC2E 7DT. Telephone: 071-836 5219. Fax: 071-240 0694.

In addition to the extensive model railway exhibition with a large number of layouts and manufacturers' stands, it is understood that the DB will be staging a display of modern and period stock in Köln Deutz yard, close to the exhibition hall. There is also to be a steam-hauled train of vintage stock making a circuit of the city at regular intervals.

Dutch group

Following the interest expressed as a result of the postscript to the article on *Engelsdrecht* (CM February 92), Rob Palmer writes to inform us that the **Netherlands Railways Society** has now been formed. The aim is to cater for all interested in the railways and rural tramways of Holland, past and present, prototype and model. A newsletter will be published quarterly, which will include current NS stock and infrastructure news. The annual subscription has been set at £10.00, and prospective members should send an SAE to the Membership Secretary, P. Woodhall, at 16 Stanhope Street, Reddish, Stockport SK5 7AQ.

Indian loco book

The Continental Railway Circle would like to point out that the review in our July edition of their new book *Indian Locomotives, Part 2 — Metre Gauge* was not quite correct, in that the present series of 'Indian Locomotives' books is not a revised edition of the previous 'Steam Locomotives in India' series, but a completely new work. 'Steam Locomotives in India' listed those steam locomotives existing in 1957 (when the present IR numbering system was evolved) plus those built subsequently. The concept of 'Indian Locomotives' is much wider. It aims to list every locomotive that has operated in the Indian sub-continent (ie including Pakistan, Bangladesh, Burma and Sri Lanka) and not just steam but also diesels and electrics (though the majority of the latter will, of course, feature in the forthcoming Part 4). Thus Parts 1 and 2 of the new series are very much more historical than those of 'Steam Locomotives in India' and the illustrations (which are all completely new) reflect this fact. There is some overlap of information between the two series, but no more than 30% of the detail in Parts 1 and 2 of 'Indian Locomotives' appeared in 'Steam Locomotives in India'.

New English videos from EK

Eisenbahn Kurier Professional Railway Films are pleased to announce the release of five new titles in their successful series with English language commentaries.

Lisbon and its Trams (£23.00) featured in the initial plans for the English series, and has just become available. Some two hundred vintage trams are still running in the city, and form an essential part of its transport system. The 55-minute film introduces the most fascinating routes one at a time, and in the process we also become acquainted with the different types of tramcar still running, including some

original vehicles from Maley and Taunton and J. G. Brill.

The 50-minute film on the **Glacier Express** was also expected, and follows the 'world's slowest express' along the whole of its 180-mile journey from St. Moritz via Chur, Andermatt, and Brig, to Zermatt. At the bargain price of £17.50, it is less of a technical and more of a popular programme, mixing details of the trains and operations with general information of interest to holiday-makers and superb views of the mountain scenery.

The metre gauge railways of Switzerland have obviously proved popular as subjects of two of the existing EK English videos, and there is yet another new title to continue this theme. The **Brig Visp Zermatt Railway** (45 minutes, £17.50) starts with a look at Brig station, the junction where the BVZ connects with three other railways, and then follows the line up to Zermatt near the famous Matterhorn, with an excursion to the Gornergrat. Much of the film concentrates on the BVZ 'Crocodyles', class HGE4/4, now generally reduced to lesser duties like freight and maintenance trains.

American subject matter also seems to have proved popular, and an exciting new programme follows the **Challenger through the Rocky Mountains** on its 2000-mile journey to the Californian coast for the Sacramento Rail Fair in 1991. As well as Union Pacific 4-6-6-4 No. 3985, the Challenger, FEF3 4-8-4 No. 844 is also featured, and there is excellent coverage of the fair itself. The 55-minute programme retails for £23.00.

Those Giants of Steam (£17.50) could be the ideal Christmas present for many CONTINENTAL MODELLER readers. In its 50 minutes it presents some stirring steam action from a dozen classes, representing six countries and three continents: Germany, Poland, Austria, Zimbabwe, South Africa, and the USA. The tape has no theme other than the unashamed pleasure of watching big steam locomotives at work, presented with the excellent photography for which the EK programmes are noted.

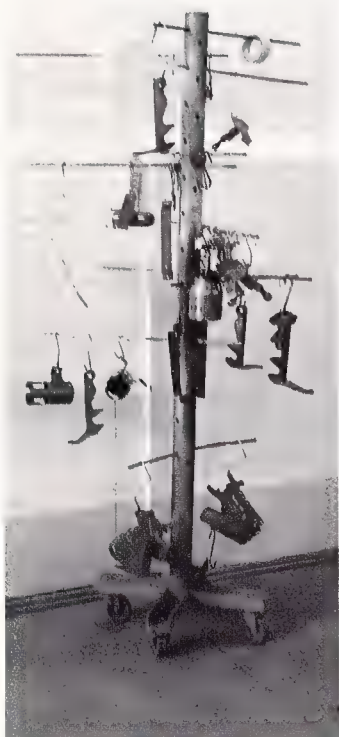
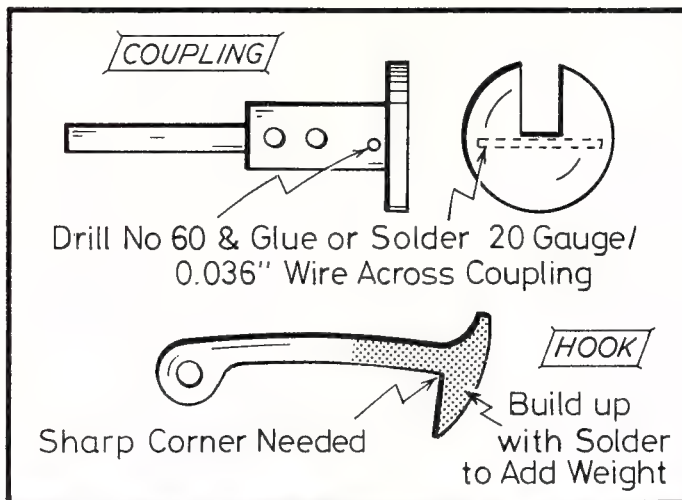
EK Professional Railway Films with English language commentary are exclusively distributed in the UK by Peco Publications.

GT Modelli

Modellers of the Italian railways in HO who were interested in the report on this company in our August issue may like to know that they now have a new address: GT Modelli s.r.l., Via delle Benedettine 111, 00135, Roma, Italy.

Korero couplings

Henry Holdsworth writes that he was very interested to read Paul Berntsen's account of his 9mm scale Korero railway in the July CM. In connection with the old problem of stock becoming uncoupled when using scale chopper couplings, usually in the presence of a room full of critical visitors, he suggests fixing a wire across the back of the coupling face just below the slot. As long as the corner of the hook is a sharp 90°, this should prevent undesired uncoupling. (See diagram.) The slot should of course be deeper than the fulcrum of the hook and if possible the hook should be given some added weight, perhaps by building it up with solder, if there is enough clearance in the slot.



'It's best to paint small pieces while they're still attached to the sprue'. David Broomfield photographed RhB carriage parts drying in the paint shop at Landquart works, 26 June '92. Prototype following model, perhaps?



BB6800 and train amidst David Angell's model Jura Mountains. Photograph: PECO Studio.

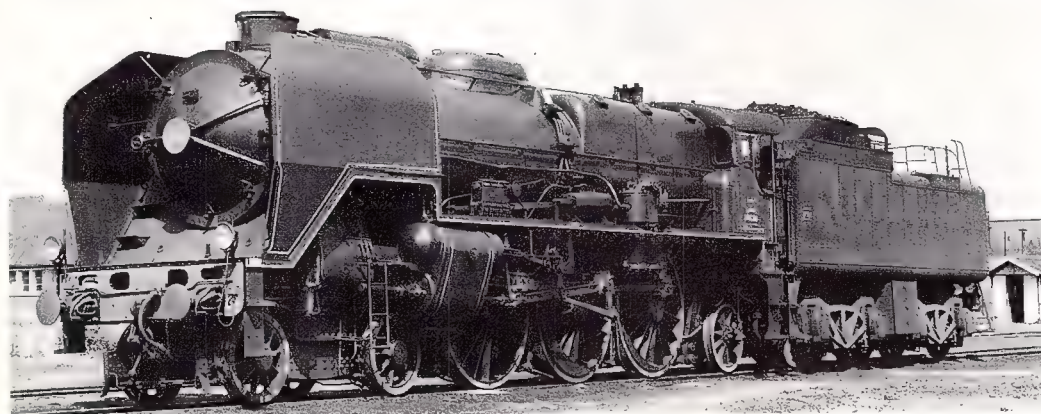
Virginia Museum of Transportation

The Virginia Museum of Transportation, located in the historic freight station in downtown Roanoke, houses what is thought to be the largest collection of diesels in the States. Over 46 items of motive power and rolling stock bring to life the transport heritage of the nation. The rolling stock is displayed in the Museum yard, and many of the steam, diesel and electric locos and passenger and freight cars can actually be boarded. In addition, hands-on experiments are offered to children of all ages to encourage learning about transport

history, and guided tours are available by prior arrangement, usually two weeks in advance.

Indoors, there are railroad dining cars, and a special section demonstrating how the circus travelled by rail. The 'Main Street' recreation features beautiful vintage vehicles: horse-drawn carriages, early motor cars, and more.

The Museum is open from 10.00am-5.00pm Monday to Saturday and 12.00 noon-5.00pm Sunday. Entrance fees are reasonable (\$4 for adults, with reductions for seniors and juniors, and discounts for groups of ten or more). There is also a gift shop with a variety of memorabilia and souvenirs.



Jura-Simplon

Readers who were impressed by the high standard of modelling on David Angell's HO scale *Jura-Simplon* French/Swiss border layout when it appeared at the CM show last November and IMREX earlier this year, may rest assured that we plan to feature the layout in CM at some future date — as soon as we can get David to stop modelling long enough to start writing!

As well as being available in the usual way for conventional model railway exhibitions, the layout can be hired commercially to bring a novel aspect to presentations by travel agents and tourist boards, or indeed company promotions of any kind. Corporate hospitality could be dispensed in an unusual setting, over a miniature replica of the *Orient Express*, yet no less exclusive than its full size counterpart.

David is also able to offer his services as freelance modeller, specialising in landscape modelling, layout construction in any scale and to various stages of completion as required, and military dioramas. If you need to commission scenic work of the highest quality, be it for British, American or Continental outline, David will be happy to discuss your requirements. Serious enquiries to: David Angell, 'Brooksby', Kennylands Road, Sonning Common, Oxfordshire RG4 9JT.

SNCF Society news

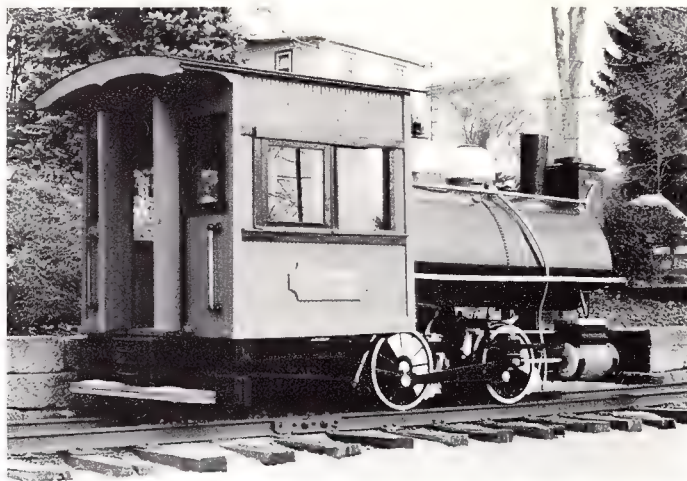
The SNCF Society is holding an Open Day on Saturday 10 October at the Methodist Church Hall, Milton Road, Gravesend, Kent from 11am to 5pm. There will be a number of layouts, trade stalls, demonstrations, slide lectures and refreshments, but above all a chance to meet and talk to the people that make this such an active and friendly society. The occasion is intended to re-create the atmosphere of the informal 'City Road' events popular in the past. Full information from Peter Brumwell on 0474 334285.

Society Secretary Andy Hart also informs us that the September edition of the SNCF Journal contains a special feature marking the centenary of André Chapelon's birth: two authorities on the steam locomotive, John van Riemsdijk and George Carpenter, have contributed substantial articles. There are detailed scale drawings of Chapelon's uncompleted 2-10-4 and an interpretative drawing of one of the lesser-known 'emergency' 2-cylinder simples, together with supporting photographs. Copies are available, price £1.75 (cheques payable to the SNCF Society, please), from Andy Hart at 14 Keats Close, Earls Barton, Northampton NN6 0PR.

One of Chapelon's princely Pacifics, at Lille Fives in 1957. Photograph: John Blyth.



Brian Haggett visited the Warther Museum in Dover, Ohio, which houses Ernest Warther's remarkable collection of scratchbuilt 1:24 scale locos. One such is a Pennsy K3s Pacific (above), constructed as per the rest from walnut and ivory. Bearing in mind ivory does not bend, it is a very fine achievement. Parked outside is this mystery 0-4-0T (right): any further information would be welcome.



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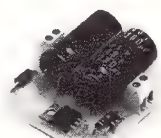
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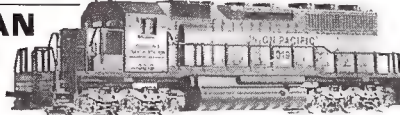
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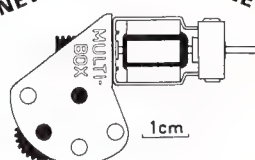


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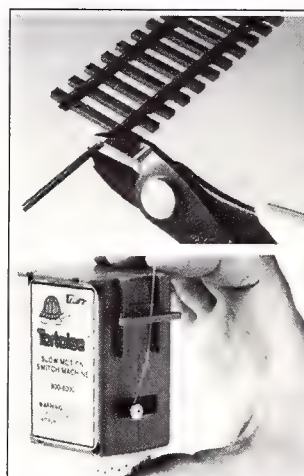
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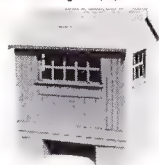
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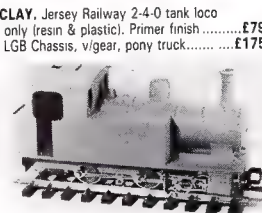
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EXPORT HO ITEMS 1992: 2848 Cement train set; 3314 Cl. 25 SNCB; 3320 BB22200 SNCF; plus coaches and wagons; 3319 OBB Cl. 50 plus many others.

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AMERICAN & EUROPEAN

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Having run short of time for our advert copy this month don't let the lack of waffle fool anyone. We are far from having run out of standard edition loco's, freight stock and road vehicles along with our own repaints on all those items to say nothing of structure kits galore in plastic or wood, and loco and freight car detailing parts by the drawers-full. We haven't run out of effort either at trying to get items specially to order for our customers and our current newsletter contains many a 'little gem' from our paint shop. If we don't already send you a copy and you would like to try it please let us know.

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OPEN HOUSE

Thank you to all who came by during our September Open House Weekend. We hope you enjoyed your visit and the bargains you went away with. We are planning a second event first weekend in December 3rd to 6th, ideal timing for those Xmas presents you are hoping for. Meanwhile you are welcome to visit at any time provided you telephone beforehand to arrange.

DEALER EXCLUSIVES

Latest additions to the HO programme are as follows.

3 coach S/Bahn push pull set lettered for Märklin as a special train run in conjunction with the opening of a line between Sonneburg and Neustadt, Catalogue Nr 4390. Class BR 38 steam locomotive lettered for Deutsches Reichsbahn Nr 38-1182 Catalogue Nr 3098 and a BR 216 diesel in new colours. Catalogue Nr 3079. Both locos lettered for the above mentioned train. There are also three new Z miniclub wagon sets.
8616 with 3 x 'Lowengas' bogie tankers.
8645 with 5 oldtime beer wagons with brake cab.
8696 Berlin Regional set with 4 modern wagons including Ro-Ro.

NEW 1992 RELEASES

Many of the new models are now coming into stock including in HO the streamlined 03 and three of the new 37 series locos with vastly improved running qualities 3704 BR80 steam, 3709 BR85 steam and 3739 SBB Ae6/6 electric. Several export items are also new in stock including the 4785 Sws 4 van Migros set.

MÄRKLIN CLUB

Some of you will have joined the new Märklin Club being run by W&H Models. We would like to emphasise that we STOCK all items featured in Märklin literature supplied to you directly from the Märklin Club and these models are all available at our usual regular customer discounts.

EXPORT SALES

We are actively seeking to expand our Export business and can offer VAT FREE discounted prices to most countries. VISA and MASTERCARD accepted. See Mail Order/Delivery below.

MÄRKLIN EXPORT RANGE 1992/93

We have the new brochure available and items are now coming into stock.

MÄRKLIN HAMO 2 RAIL DC

Of particular interest to 2 rail customers will be the DB Class 85 heavy 2-10-2 Steam locomotive catalogue 3809. Also in is a Hamo version of the DB 216 Diesel 'La Lollo' in maroon and with metal body. Hamo NS Postal Railcars, Micheline Railbuses and the SNCF 26000 Sybic Electric loco are all still available from stock together with the E91 Electric.

MÄRKLIN DELTA — now in stock

In our previous ads we have not mentioned Delta — Märklin's new start set system. Basically the system allows up to four locos to be run independently of each other in a manner similar to the Digital system. Wiring is extremely simple — of great advantage to those wanting a small to medium sized layout for children or themselves without the complex wiring necessary to operate a conventional layout. There are four locos available off the shelf — alternatively we can fit control modules to locos of your choice. Set prices are remarkably cheap — prices ranging from £85 to £135, or the system can be supplied separately to suit your own requirements. Leaflet in English now available.

MÄRKLIN METALL — now in stock

Another Märklin product we have not previously offered is 'Metall', Märklin's metal construction system. With over 150 different parts including gears, motors, pulleys, wheels, tyres, chains, springs, etc. Metall offers endless hours of constructive enjoyment for all ages. There are over 15 sets currently available which offer a range of models to construct priced from as little as £15 for a tractor up to £475 for the massive 4700 part 4ft-wide Dornier Flying Boat! All parts are offered individually or in handy packs. We are now starting to stock Metall — more details on request.

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ERR MAGAZINE

We have available a quantity of back issues of ERR magazine, an exclusively European publication dealing with prototype and model. Printed in English in colour, and black and white, the two volumes published make an excellent source of reference for enthusiasts and modellers alike.

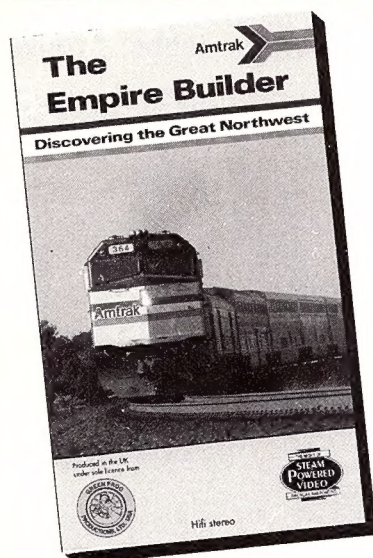
Issues 2 to 25 available at £1.00 each. Issue 25 contains précis of earlier issues. Postage 45p per copy or £3.50 per volume. Volume 1 2-12; Volume 2 13-24. A small quantity of binders available, with volumes 1 or 2 at an additional £5 each. Address as under ordering.

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What makes this programme different from other rail documentaries? It tells a story of America and how it found its way... across prairies and through the mountains. Breathtaking scenery, a behind the scenes look and chat with the staff that captures the real atmosphere of travelling Amtrak's passenger service, classic footage of the Great Northern's original Empire Builder, including electric action, and a look at the Great Northern Railway Historical Society's 1991 convention are just some of the featured stories.

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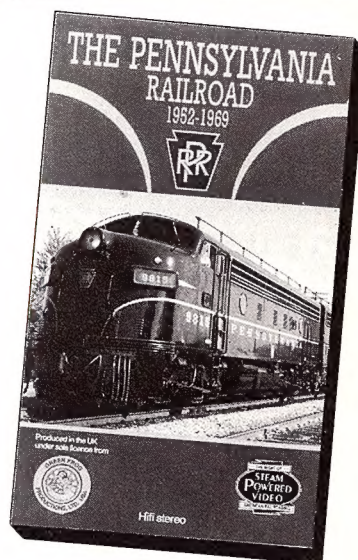
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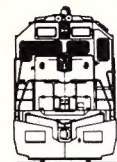
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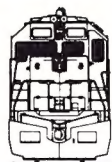
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Instructions in language of country of origin.

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Index to Advertisers

Acm Model Co 22a
Adur Models 20a
American Connection 21a
American Railroad Centre 30a
Anbrico Video Services 18a
Bachmann Industries Europe
Ltd 6a
Bahnhof für Märklin 27a
Basic Play 21a
Binders 24a
Branchlines, Exeter 21a
Branchlight Ltd 21a
Brock's Models 24a
Castle Models 20a
Ceepear Models 21a
Contikits 28a
E.C.O.S. 14a & O/B/C
Elgee Hobbies 21a
Engine Shed, Arundel 7a
Euram Models 20a
Euro Systems 25a
Eurotrains 22a
Faller (W&H Models) 5a
Ffestiniog Travel 4a
Fleischmann, Germany 2a
Fleischmann Model Railway
Club 20a
Fox Continental Railways,
Australia 26a
Fratton Bargain Shop 11a
Garden Railway Specialists 23a
Gaugemaster Controls 7a
German Railway Society 20a
Great Little Trains 18a
G.S.O. Ltd 18a
HAG (W&H (Models) Ltd) 12a
HEKI (Blackwells of Hawke) 4a
Highland Signals 20a
H.M. Baseboard Modules 21a
Hobby-U Modellbau, Austria 22a
Holderness Model Renovation
Co. 20a
Howes Model Centre 27a
Italian Railway Society 18a
Kittle Hobby 3a
Londons of Cardiff 18a
L.S.W.R. Models 23a
Mackay Models 6a
Mac's Model Railroading 24a
Ross Mansell 21a
Marway Models & Hobbies
Ltd 24a
Merten (W&H Models) 10a
Model Masters 12a & 23a
Modular Controls 21a
J. Morris 22a
N.M.R.A. British Region 21a
North Western Models 27a
N.S.C. Ltd 30a
Pentoy Ltd 14a
Porter Wynn Models 22a
Pritchard Patent Product Co
Ltd 16a
S. Rabone Models 26a
Rara Avis Trains, USA 21a
Raritan Bay Hobbies, USA 26a
Ron's Model Rail & Diecast 25a
Rush Marketing 22a
Salem Steam 21a
Scale Rail 28a
M. G. Sharp Models 25a
Sherwood Models 21a
SMD Models 18a
SNCF Society 21a
Robert Spark 25a
Steam Powered Video 29a
Sunbury Models 18a
Swiss Railway Society 18a
Three Point Five 30a
Tracks 23a
Travel Bureau, Rail Tours 10a
Turntable Models, Australia 20a
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4142 Class 24 DB	£93.75
4146 Euroloco 0-8-0	£93.50
4156 Class 56 DR	£122.50
4157 Class 56 DB	£123.95
4160 P8 DR Livery	£112.75
4161 P8 Black Livery	£112.75
4162 P8 Tub Tender	£122.70
4169 Class 01 DB	£124.85
4173 Class 03	£105.75
4174 2-10-0 Freight	£124.95
4176 Class 50 2-10-0	£134.95
4181 2-10-0 DR Freight	£127.50
4203 Industrial Diesel	£33.75
4204 Industrial Diesel	£33.75
4224 Class 361 Red	£72.95
4225 Class 261 Red	£69.85
4227 Class 260 Blue	£75.75
4229 Class 212 Red	£73.95
4230 Class 212 Red	£68.95
4231 Class 212 Blue	£73.85
4235 Red Stag Diesel	£81.50
4237 Class 218 Red	£80.50
4238 Class 218 Red	£80.50
4246 Warship Green	£81.85

HO LOCOMOTIVES

4247 Warship blue	£81.85
4270 Belgian AIA Green	£105.55
4273 Danish AIA Red/Brown	£105.55
4300 Green Steeple Cab	£40.75
4303 Red Steeple Cab	£40.75
4305 Edelweiss Rack	£54.70
4326 Class 141 Green	£96.50
4327 Class 141 Red	£96.50
4328 Class 141 Blue/Cream	£98.95
4329 S-Bahn 141 Orange	£101.90
4330 E44 Electric	£107.40
4334 Swiss Re4/4	£101.90
4342 Re4/4 Red Swiss	£99.95
4343 Re4/4 Green Swiss	£102.75
4345 Swiss Ae3/6	£119.00
4347 Class 111 Red	£97.75
4348 Class 111 Blue/Cream	£95.95
4349 S-Bahn 111 Orange	£95.95
4352 Class 120 Red	£103.75
4365 Swedish Bo-Bo	£97.90
4367 Austrian Bo-Bo	£99.95
4372 Dutch 1200	£108.75
4376 Class 103 Red/Cream	£105.55
4377 Class 103 Red	£108.85
4380 Class 151 Green	£99.75
4381 Class 151 Blue/Cream	£105.55
4382 Class 151 Red	£109.95
4400 VT98 Railbus	£79.75
4436 614 Centre Coach	£20.65
4438 614 Railcar	£116.65
4439 Centre Coach	£23.50
4440 ICE Express	£148.75
4441 ICE 1st Coach	£27.35
4442 ICE 1st Coach	£26.55
4445 ICE 2nd Coach	£27.75
4446 ICE 2nd Coach	£26.55
4448 ICE 2nd Coach	£26.55
4470 Dutch Sprinter	£138.80
4472 Dutch Plan V Emu	£141.95
6350 Lufthansa Set	£149.00

SEND SAE FOR OUR
FLEISCHMANN DISCOUNT
PRICE LIST

N LOCOMOTIVES

7000 0-4-0 Tank	£33.95
7025 Class 80 0-6-0 Tank	£56.75
7030 Class 91 2-6-0 Tank	£56.95
7031 Black 2-6-0 Tank	£56.95
7035 Class 81 0-8-0 Tank	£62.90
7065 Class 65 2-8-4 Tank	£82.95
7077 Class 78 DR Tank	£77.50
7079 Class 78 DR Tank	£77.50
7092 Class 94 DR Tank	£76.75
7093 Class 94 0-10-0	£76.75
7094 Class 94 0-10-0	£76.75
7095 Black 0-10-0	£76.75
7098 Class 98 DR Tank	£82.95
7099 Class 98 DB Tank	£84.75
7123 Class 23 DB	£89.95
7124 Class 53 DB	£69.95
7138 Class 39 DB	£69.95
7139 Class 39 DB	£95.75
7156 Class 56 DR	£87.95
7157 Class 56 DB	£89.75
7159 P8 DR Livery	£76.95
7161 P8 All Black	£76.95
7162 P8 Tub Tender	£79.50
7170 Class 011 DB	£85.95
7171 Class 012 Oil	£85.95
7172 01 Streamlined	£79.95
7175 Class 50 Freight	£89.95
7178 2-10-0 Black	£89.95
7179 Tub Tender 2-10-0	£92.75
7218 Industrial 0-6-0 Diesel	£36.40
7229 Class 212 Red	£57.95
7230 Class 212 Red	£57.95
7231 Class 212 Turq/Beige	£58.70
7234 Class 218 Red/Cream	£62.95
7235 Class 218 Red	£62.95
7237 Class 218 Red	£62.95
7238 Class 218 Turq/Cream	£64.75
7239 City Bahn 218	£64.95
7307 Rack Loco Red	£59.95
7326 Class 141 Green	£79.50
7328 Class 141 Turq/Cream	£79.50
7329 City Bahn 141	£79.75
7332 Class 140 Red	£75.75

N LOCOMOTIVES

7333 Class 110 Turq/Cream	£75.65
7334 Class 140 Blue	£72.90
7335 Class 110 Blue	£72.90
7336 Class 110 Red	£75.95
7347 Class 111 Red	£76.60
7348 Class 111 Turq/Cream	£73.95
7349 S-Bahn 111	£74.95
7351 Class 120 Red	£79.95
7360 French Bo-Bo Green	£76.95
7363 Dutch 1600 Yellow	£79.95
7365 Swedish 1043	£83.85
7368 Austrian Du2	£78.95
7369 DR 632 Green	£77.65
7376 F103 DB Red/Cream	£81.50
7377 F103 DB Red	£81.95
7380 Class 151 Green	£78.95
7381 Class 151 Turq/Cream	£82.95
7382 Class 151 red	£82.95
7410 Class Train	£79.95
7428 Railcar 628 Blue	£93.50
7438 Railcar 614 Blue	£91.95
7439 614 Centre Coach	£18.25
7440 ICE Express	£139.45
7441 ICE 1st Coach	£24.95
7442 ICE 1st Coach	£24.25
7445 ICE 2nd Coach	£25.45
7446 ICE 2nd Coach	£23.95
7448 ICE 2nd Coach	£23.95
7471 Dutch DMU	£96.65
7968 Rail Cleaner Loco	£61.80
9350 Lufthansa Set	£129.00

N NEW ITEMS 1992

7163 DB Class 38 10/92	£76.95
7164 DR Class 38 7/92	£76.95
7164 Re4/4 Swiss 12/92	£81.70
7443 ICE Coach 7/92	£23.95
7444 ICE Coach 12/92	£25.95
7445 ICE Coach 7/92	£23.95
7447 ICE Coach 10/92	£23.95
7448 ICE Coach 7/92	£23.95
7449 ICE Coach 10/92	£23.95
9351 Airport Express Set	£135.95
9392 Diesel Train Set	£77.95
9326 Passenger Train Set	£99.50

HO 1992 NEW ITEMS

4062 Class 64 DR 5/92	£87.95
4137 Class 39 DR 4/92	£144.75
4155 Class 55 DB 12/92	£132.95
4171 Class 03 DRG 5/92	£114.85
4233 Class 218 DB 4/92	£79.95
4938 Track Cleaner 5/92	£97.75
4443 ICE Coach 7/92	£26.55
4447 ICE Coach 12/92	£32.65
4449 ICE Coach 10/92	£26.55
6392 Start Set Diesel	£59.95
4678 Airport Class 103	£117.95
5677 Airport Express 1st Coach	£25.50
5678 Airport Express 2nd Coach	£25.50
5679 Airport Express 2nd Coach	£25.50

HO 1992 SPECIAL EDITIONS

4889 Class 89 Goods Set 10/92	£189.95
4819 Class 89 Green 10/92	£121.90
5880 Butter Van 10/92	£16.75
5881 Lidded Truck 10/92	£12.75
5882 Cattle Truck 10/92	£16.75
5883 Brake Tanker 10/92	£10.85
5884 VTG Tanker 10/92	£16.20
5885 Box Van 10/92	£13.90
5886 Open Truck 10/92	£12.75
5887 Open Truck 10/92	£9.85
5804 Chocolate Express 7/92	£58.70
5806 40 Years Van 4/92	£15.95
5898 40 Year Coach 10/92	£19.95

N 1992 SPECIAL EDITIONS

7889 Class 89 Goods Set 10/92	£159.95
7819 Class 89 Green 10/92	£98.85
8880 Butter Van 10/92	£14.75
8881 Lidded Truck 10/92	£10.10
8882 Cattle Truck 10/92	£15.25
8883 Brake Tanker 10/92	£9.35
8884 VTG Tanker 10/92	£13.15
8885 Box Van 10/92	£12.40
8886 Open Truck 10/92	£10.30
8887 Open Truck 10/92	£8.55
8804 Chocolate Express 7/92	£45.70
8898 40 Years Coach 10/92	£15.80

WE CAN SUPPLY FROM STOCK OR OBTAIN ANY ITEM IN THE FLEISCHMANN CATALOGUE ALL AT DISCOUNT PRICES AND WILL IF POSSIBLE MATCH ANY CURRENTLY ADVERTISED PRICE.

HO BRASS TRACK

6001 Straight 204mm	79p
6002 Straight 102mm	77p
6003 Straight 55mm	77p
6004 Straight 40mm	77p
6005 Straight 165mm	79p
6006 Flexible 981mm	£2.40
6008 Power feed track	£4.45
6010 Adjustable track	£2.95
6012 Elect uncoupler	£9.25
6013 Elect uncoup & sig	£11.50
6014 Uncoupler manual	£3.55
6016 Buffer stop	£2.10
6020 Curve R0	£1.10
6024 Curve R1	£1.10
6025 Curve R1 30 deg	89p
6026 Curve R1 15 deg	85p
6030 Curve R2	95p
6032 Curve R2 15 deg	89p
6033 Curve R2 7.5 deg	89p
6036 Curve R3	95p
6044 Manual Points pair	£17.50
6045 Electric Points pair	£27.90
6046 Curved points man pair	£18.95
6047 Curved points elec pair	£29.60
6048 Manual points pair	£24.80
6049 Elect points pair	£35.80
6050 Hand turntable	£24.50
6051 Turntable supp set	£5.90
6052 Elect turntable	£129.95
6053 Turntable supp set	£7.85
6057 Man 3-way point	£17.80
6058 Elect 3-way point	£28.25
6060 30 deg crossing	£9.30
6062 15 deg crossing	£10.65

HO BRASS TRACK

6065 Man double slip	£23.35
6066 Elec double slip	£28.95
6070 Single Point L/H	£8.75
6071 Single Point R/H	£8.75
6072 Single Point L/H	£13.95
6073 Single Point R/H	£13.95
6074 Single Point L/H	£9.50
6075 Single Point R/H	£9.50
6076 Single Point L/H	£14.80
6077 Single Point R/H	£14.80
6078 Single Point L/H	£12.40
6079 Single Point R/H	£12.40
6080 Single Point L/H	£17.90
6081 Single Point R/H	£17.90
6090 Passing loop set	£29.70
6091 Siding set	£35.20
6092 Parallel set	£41.20
6093 3-way point set	£32.10
6094 Turntable set	£31.90
6095 Electro set	£19.20
6098 Level Crossing	£19.50
6099 Reverse loop set	£17.30

HO PROFI TRACK

6101 Straight 200mm	£1.05
6102 Straight 105mm	99p
6103 Straight 100mm	99p
6106 Flexible 800mm	£3.55
6107 Straight 10mm	£1.15
6110 Adjustable Track	£3.85
6112 Elect uncoupler	£9.55
6113 Elect uncoup & Mast	£11.85

HO PROFI TRACK

6114 Manual uncoupler	£3.60
6116 Buffer Stop	£2.60
6117 Buffer Stop	£1.99
6120 Curve R1	£1.25
6122 Curve R1 18 deg	£1.20
6125 Curve R2	£1.35
6127 Curve R2 18 deg	£1.25
6131 Curve R3 18 deg	£1.30
6133 Curve R4 18 deg	£1.30
6138 Curve R6 47mm	£1.30
6139 Curve R7 88mm	£1.40
6140 Manual Points pair	£21.30
6141 Elect Points pair	£31.90
6142 Curved Points pair	£23.70
6143 Curved Points pair	£34.30
6150 Manual Turntable	£25.35
6151 Supp set for 6150	£6.40
6152 Elect Turntable	£134.50
6153 Supp set for 6152	£9.99
6157 Man 3-way Point	£21.70
6158 Elect 3-way Point	£32.65
6160 Crossing 36 deg	£6.30
6162 Crossing 18 deg L	£7.75
6163 Crossing 18 deg R	£7.75
6164 Double Slip Man L	£24.95
6165 Double Slip Man R	£24.95
6166 Double Slip El L	£30.45
6167 Double Slip El R	£30.45
6170 Single Point L/H	£10.65
6171 Single Point R/H	£10.65
6172 Single Point L/H	£15.95
6173 Single Point R/H	£15.95
6174 Single Point L/H	£11.85
6175 Single Point R/H	£11.85

HO PROFI TRACK

6176 Single Point L/H	£17.15
6177 Single Point R/H	£17.15
6190 Station set	£45.95
6191 Shunting set	£39.95
6192 Parallel set	£48.65
6193 3-way Point set	£47.00
6194 Platform set	£67.45
6195 Electro set	£19.95
6197 Level Crossing	£4.85
6199 Reverse loop set	£13.30

N TRACK

9100 Straight 222mm	99p
9101 Straight 111mm	95p
9102 Straight 57.5mm	95p
9103 Straight 55.5mm	95p
9104 Straight 27.5mm	95p
9106 Flexible 777mm	£3.55
9108 Power feed track	£6.55
9110 Adjustable track	£3.50
9112 Uncoupling rail	£8.75
9114 Manual uncoupler	£3.55
9116 Buffer Stop	£2.20
9119 Rack rail 222mm	£2.20
9120 Curve R1	99p
9122 Curve R1 15 deg	95p
9123 Curve R1 7.5 deg	95p
9125 Curve R2	£1.15
9127 Curve R2 15 deg	99p
9128 Curve R2 7.5 deg	99p
9130 Curve R3	£1.25
9131 Curve R3 15 deg	£1.15
9135 Curve R4	£1.25

N TRACK

9136 Curve R4 15 deg	£1.20
9139 Manual Points pair	£19.90
9141 Elect Points pair	£30.50
9142 Curved Points pair	£21.90
9143 Curved Points pair	£32.50
9150 Manual Turntable	£25.50
9151 Supp set for 9150	£6.55
9152 Elect Turntable	£122.75
9153 Supp set for 9152	£7.50
9157 Man 3-way point	£18.95
9158 Elect 3-way point	£29.90
9161 Crossing 30 deg	£5.35
9162 Crossing 15 deg L	£8.35
9163 Crossing 15 deg R	£8.35
9170 Single Point L/H	£9.95
9171 Single Point R/H	£9.95
9172 Single Point L/H	£15.25
9173 Single Point R/H	£15.25
9174 Single Point L/H	£10